



No. 47

23 NOVEMBER 2002



UNITED STATES OF AMERICA

NOTICE TO MARINERS



Published Weekly by the
National Imagery and Mapping Agency

Prepared Jointly with the
National Ocean Service and U.S. Coast Guard

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Visit the Maritime Safety Information Division website at
<http://pollux.nss.nima.mil/>



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IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Transportation), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed via the NIMA Homepage (www.nima.mil) under the Safety of Navigation link or directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated.

Cover Photo: The **USS ABRAHAM LINCOLN (CVN-72)** is America's fifth Nimitz class carrier and was named in honor of our nation's 16th President and the second ship to bear the name. She was built in Virginia by Newport News Shipbuilding and Drydock Co. at a cost of more than \$3.5 billion. Construction took nearly five years and more than 40 million manhours. A marvel of engineering, craftsmanship and technology she was christened on 13 February 1988 and was commissioned 11 November 1989. **USS ABRAHAM LINCOLN** is charged with supporting America's tactical air capability and maintaining open sea lanes. As it carries out this mission on the oceans of the world, Lincoln brings a message of peace through strength. The ship's logo, "shall not perish," comes from President Lincoln's own vision of our nation described in his famous Gettysburg Address: "...that the government of the people, by the people, for the people, shall not perish from the Earth". She is 1,092 feet in length, has a beam of 252 feet, a height of 206 feet, a full displacement of 104,112 tons and it's four main engines develop 260,000 SHP. She can carry 80+ tactical, combat and support aircraft including the F/A-18 Hornet, F-14 Tomcat, EA-6B Prowler, S-3B Viking, C-2A Greyhound, E-2C Hawkeye, SH-60F Seahawk and HH-60H Helicopter. She can accommodate 6,000+ sailors and 200 Officers. The Lincoln is homeported at Naval Station Everett, Washington.

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 47/02

HYDROGRAM

**National Imagery and Mapping Agency
Bethesda, MD 20816-5003**

SPECIAL
ANNOUNCEMENTS

NEW PRODUCTS
OR SERVICES

IMPORTANT
CHANGES

23 November 2002

NEW EDITION OF SAILING DIRECTIONS

PUB. 160, SAILING DIRECTIONS (PLANNING GUIDE) SOUTH ATLANTIC OCEAN AND INDIAN OCEAN, SECOND EDITION, 2002, IS READY FOR ISSUE. SEE SECTIONS II AND III.

EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

Section I-1 contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

- ★ indicates that it is based upon original U.S. source information.
 - T indicates that it is temporary in nature.
 - P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.
- The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter M is not a part of the chart number.
- The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.
- Courses and bearings are given in degrees true.
- Light sectors are expressed in degrees true from the vessel TOWARD the light.
- The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.
- The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.
- Section I-2*** contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.
- Section I-3** lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

Section II-1 is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

Section II-2* contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

Section II-3* lists weekly updates to the USCG Light Lists.

Section II-4* lists weekly updates to the NIMA List of Lights.

Section II-5 lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

Section III-1 lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

Section III-2 contains miscellaneous information of particular interest to the maritime community.

*The left-hand pages of these sections are intentionally blank.

**SECTION I
CHART CORRECTIONS**

524	12Ed. 1/27/96 LAST NM 18/02 Delete R Bn (AERO) R Bn (AERO) (BA RA)	47/02 16°51'S 145°48'E 19°20'S 146°48'E	★11340	66Ed. 6/9/01 LAST NM 45/02 Substitute Dashed-line circle "Obstn" (PA) for platform 28°17.9'N 91°43.0'W	47/02
526	10Ed. 3/23/96 LAST NM 18/02 Delete R Bn (AERO) R Bn (AERO) (BA RA)	47/02 21°10'S 149°11'E 16°51'S 145°48'E	★11344	34Ed. 8/25/01 LAST NM 43/02 Add Platform [L10] (42/02 CG8)	47/02 29°20'42"N 93°11'11"W
531	21Ed. 2/2/02 LAST NM 18/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43'N 125°06'W	★11347	33Ed. 7/02 LAST NM 43/02 (Side A) Relocate Range light, front from 29°48'57.3"N 93°21'00.8"W to (42/02 CG8)	47/02 29°48'54.8"N 93°21'00.2"W
602	(INT 602) 6Ed. 2/3/96 LAST NM 12/02 Delete RC (Aero) at light RC (Aero) RC (Aero) at light RC (Aero) (BA RA)	47/02 30°18'S 153°07'E 32°49'S 151°51'E 28°10'S 153°30'E 21°10'S 149°11'E	★11351	37Ed. 5/12/01 LAST NM 40/02 Delete Platform Platform (42/02 CG8)	47/02 29°14'51"N 91°26'17"W 29°14'22"N 91°26'44"W
603	(INT 603) 6Ed. 8/3/96 LAST NM 52/99 Delete R Bn (AERO) (BA RA)	47/02 16°55'S 145°44'E		Add Position circle "Pipe" [L23] (PA) Note: Platform close S remains (42/02 CG8)	29°13'00"N 91°36'32"W
622	9Ed. 2/10/96 LAST NM 20/02 Delete R Bn (AERO) R Bn (AERO) R Bn (AERO) R Bn (AERO) (BA RA)	47/02 30°19'S 153°07'E 40°05'S 148°01'E 28°09'S 153°30'E 21°10'S 149°11'E	11354	23Ed. 9/22/01 LAST NM 40/02 (Side A) Delete Platform Platform (42/02 CG8)	47/02 29°14'51"N 91°26'17"W 29°14'22"N 91°26'44"W
623	9Ed. 8/31/96 LAST NM 14/02 Delete R Bn (AERO) R Bn (AERO) (BA RA)	47/02 30°19'S 153°07'E 41°00'S 145°42'E 40°06'S 148°01'E 39°53'S 143°52'E 38°36'S 145°36'E 12°24'S 130°54'E 28°10'S 153°30'E 21°10'S 149°11'E 16°55'S 145°48'E	★11356	34Ed. 8/4/01 LAST NM 45/02 Delete Platform Platform Add Stranded wreck [K24] (PA) (42/02 CG8)	47/02 29°14'51"N 91°26'17"W 29°14'22"N 91°26'44"W 28°48'00"N 91°14'00"W
1115A	Ed. 3/31/01 LAST NM 43/02 Delete Platform (See 33/02-1115A)	47/02 29°28.9'N 88°13.8'W	★11360	39Ed. 3/31/01 LAST NM 43/02 Delete Platform (See 33/02-11360)	47/02 29°28.9'N 88°13.8'W
	Add Position circle "Pipe" [L23] (PA) (42/02 CG8)	28°45.1'N 89°14.2'W		Add Position circle "Pipe" [L23] (PA) (42/02 CG8)	28°45.1'N 89°14.2'W
1116A	Ed. 6/9/01 LAST NM 45/02 Substitute Dashed-line circle "Obstn" (PA) for platform	47/02 28°17.9'N 91°43.0'W	11362	4Ed. 6/10/00 LAST NM N40/02 Delete Platform (See N33/02-11362)	N47/02 29°28.9'N 88°13.8'W
	Add Stranded wreck [K24] (PA) (42/02 CG8)	28°48.0'N 91°14.0'W		Add Position circle "Pipe" [L23] (PA) (42/02 CG8)	28°45.1'N 89°14.2'W
★11004	7Ed. 10/29/94 LAST NM 45/02 Add Dashed-line circle "Obstn" (PA) Danger circle "Obstn" [K40] (PA) Position circle "Pipe" [L23] (PA) (42/02 CG8)	47/02 28°17.9'N 91°43.0'W 28°58.1'N 91°59.8'W 28°45.1'N 89°14.2'W	★11366	6Ed. 3/24/01 LAST NM 43/02 Add Position circle "Pipe" [L23] (PA) (42/02 CG8)	47/02 28°45.1'N 89°14.2'W
11326	30Ed. 11/18/00 LAST NM 37/02 (Page A, Inset 1) Change Range light, front to QG (42/02 CG8)	47/02 29°42'19.2"N 95°01'14.8"W	★11429	21Ed. 9/02 NEW EDITION (NOS)	47/02
★11328	22Ed. 6/2/01 LAST NM 39/02 Change Range light, front to QG 25ft 4M (Supersedes 39/02-11328) (42/02 CG8)	47/02 29°42'18.9"N 95°01'14.5"W	★11467	37Ed. 9/02 NEW EDITION (NOS)	47/02
11329	34Ed. 1/12/02 LAST NM 39/02 Change Range light, front to QG 25ft 4M (Supersedes 39/02-11329) (42/02 CG8)	47/02 29°42'19.0"N 95°01'14.7"W	11541	32Ed. 6/23/01 LAST NM 44/02 (Side A) Change Designation of beacon "5" to "3A" Add Beacon "2A" R (42/02 CG5)	47/02 34°42'33"N 76°40'47"W 34°42'22"N 76°40'41"W

11545	60Ed. 9/02 LAST NM 45/02 Change Designation of beacon "5" to "3A"	47/02 34°42'33"N 76°40'49"W	★12371	22Ed. 7/25/92 LAST NM 28/02 Relocate Light from 41°13'16.3"N 72°56'31.8"W to (41°13'15.8"N 72°56'31.8"W (41/02 CG1)	47/02
	Add Beacon "2A" R (42/02 CG5)	34°42'22"N 76°40'41"W	12372	31Ed. 8/02 LAST NM 45/02 (Page A) Delete Buoy "A" Buoy "B" Buoy "C" Buoy "D"	47/02 41°18'31"N 72°10'19"W 41°18'28"N 72°10'16"W 41°18'25"N 72°10'12"W 41°18'23"N 72°10'09"W
★11547	35Ed. 3/30/02 LAST NM 37/02 Change Designation of beacon "5" to "3A"	47/02 34°42'33.2"N 76°40'48.3"W	Add Buoy (mooring) [Q40] "CG"	41°18'23.3"N 72°10'22.1"W	
	Add Beacon "2A" R (42/02 CG5)	34°42'22.1"N 76°40'40.7"W	(Page B, Inset 2) Delete Buoy "A" Buoy "B"	41°18'30.5"N 72°10'19.3"W 41°18'27.9"N 72°10'15.8"W	
★11548	38Ed. 9/02 NEW EDITION (NOS)	47/02	Add Buoy (mooring) [Q40] "CG"	41°18'23.3"N 72°10'22.1"W (19, 41/02 CG1)	
★12216	27Ed. 9/02 NEW EDITION (NOS)	47/02	12401	7Ed. 5/02 LAST NM 31/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	47/02
12221	72Ed. 9/15/01 LAST NM 46/02 Add Danger circle "Obstn" [K40] marked by buoy R, QR	47/02 37°09.5'N 76°08.0'W (42/02 CG5)	★12402	8Ed. 5/02 LAST NM 33/02 Delete Depth 43 feet Obstn (Supersedes 33/02-12402)	47/02 40°34'59.7"N 74°02'15.8"W
★12224	22Ed. 12/9/00 LAST NM 46/02 Add Danger circle "Obstn" [K40] marked by buoy R, QR	47/02 37°09.5'N 76°08.0'W (42/02 CG5)	Add Tabulation of controlling depths from Subsection I-2 (NOS)		
12225	53Ed. 4/27/02 LAST NM 31/02 Add Buoy "8A" R, nun	47/02 37°30'48"N 76°19'01"W (42/02 CG5)	★13211	13Ed. 8/24/91 LAST NM 23/02 Add Buoy (mooring) [Q40] "CG"	47/02 41°18'23.3"N 72°10'22.1"W (41/02 CG1)
★12235	29Ed. 12/8/01 LAST NM 31/02 Add Buoy "8A" R, nun	47/02 37°30'47.5"N 76°19'00.8"W (42/02 CG5)	13212	34Ed. 8/8/98 LAST NM 45/02 Add Buoy (mooring) [Q40] "CG"	47/02 41°18'23.3"N 72°10'22.1"W (41/02 CG1)
★12237	26Ed. 3/31/01 LAST NM 27/02 (Side A) Delete Buoy "22"	47/02 37°52'05"N 76°45'50"W	15954	Ed. 5/30/97 NEW EDITION (NIMA)	N47/02
	Add Beacon "22" R (42/02 CG5)	37°52'06"N 76°45'53"W	17003	4Ed. 2/10/96 LAST NM 9/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W
12280	3Ed. 7/02 LAST NM 46/02 Add Danger circle "Obstn" [K40] marked by buoy R, QR	47/02 37°09.5'N 76°08.0'W (42/02 CG5)	17005	10Ed. 5/27/95 LAST NM 45/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W
★12327	95Ed. 2/23/02 LAST NM 45/02 Delete Depth 43 feet Obstn (See 33/02-12327)	47/02 40°35'00"N 74°02'16"W	17542	6Ed. 2/8/86 LAST NM 49/98 Add Visibility (range) 5M to light (Can LL)	47/02 50°29'20"N 127°46'12"W
	Add Depth 11 feet Obstn (Supersedes 38/02-12327)	40°38'30"N 74°07'50"W	17545	13Ed. 4/29/95 LAST NM 43/02 Add Visibility (range) 5M to light (Can LL)	47/02 49°39'42"N 126°36'42"W
	Tabulation of controlling depths from Subsection I-2 (NOS)		17546	22Ed. 10/29/94 LAST NM 43/02 Change Visibility (range) of light to 10M (Can LL)	47/02 49°20.9'N 126°15.6'W
★12333	32Ed. 10/02 LAST NM 46/02 Add Depth 11 feet Obstn (NOS)	47/02 40°38'29.5"N 74°07'49.8"W	17549	6Ed. 7/1/95 LAST NM 13/02 Change Light to Fl R 4s 4m 5M	47/02 49°12'57"N 124°49'02"W
★12364	33Ed. 2/16/02 LAST NM 44/02 (Page A) Relocate Light "7" from 41°08'34"N 73°13'21"W to 41°08'35"N 73°13'21"W	47/02	(Plan A) Change Light to Fl R 4s 4m 5M (Can LL)	49°12'57"N 124°49'02"W	
	(Page B, Inset 3) Relocate Light "7" from 41°08'34.2"N 73°13'20.9"W to 41°08'34.6"N 73°13'21.3"W (41/02 CG1)		17550	4Ed. 12/3/94 LAST NM 45/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W

SECTION I

NM 47/02

18003	18Ed. 1/6/01 LAST NM 45/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W	12°00'00"N 69°00'46"W 12°04'38"N 69°15'07"W (7/02 Caracas)
18007	31Ed. 3/31/01 LAST NM 40/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W	24465 6Ed. 1/11/97 LAST NM 33/02 Add Submarine cable [L30.1] between 12°05'28.2"N 68°54'36.6"W 12°04'18.4"N 68°55'20.2"W (7/02 Caracas)
18008	7Ed. 10/12/96 LAST NM N40/02 Add Visibility (range) 14M to light (Can LL)	N47/02 48°43.3'N 125°05.8'W	24469 1Ed. 8/22/87 LAST NM 46/02 Add Submarine cable [L30.1] joining 12°26'11"N 71°47'00"W 12°24'13"N 71°55'09"W 12°17'18"N 72°12'00"W (7/02 Caracas)
18419	11Ed. 12/10/94 LAST NM 50/00 Delete Visibility (range) 8M from light (Can LL)	47/02 48°25'27.2"N 123°23'30.0"W	24470 4Ed. 12/19/81 LAST NM 39/02 Add Submarine cable [L30.1] joining 11°42.5'N 70°12.6'W 11°42.7'N 70°14.7'W 11°43.0'N 70°22.2'W 11°50.6'N 70°31.6'W 12°05.9'N 70°50.6'W 12°15.0'N 71°02.4'W 12°18.0'N 71°06.9'W Submarine cable [L30.1] between 12°18.0'N 70°12.5'W 12°10.6'N 70°17.8'W (7/02 Caracas)
18460	10Ed. 3/10/01 LAST NM 44/02 Add Visibility (range) 14M to light (Can LL)	47/02 48°43.3'N 125°05.8'W	24471 8Ed. 5/27/95 LAST NM 28/02 Add Submarine cable [L30.1] joining 11°42'30"N 70°12'35"W 11°42'31"N 70°12'50"W 11°42'43"N 70°14'40"W 11°42'57"N 70°20'10"W (Plan) Add Submarine cable [L30.1] joining 11°42'30.0"N 70°12'34.2"W 11°42'30.6"N 70°12'49.8"W 11°42'38.1"N 70°14'00.0"W (7/02 Caracas)
21120	27Ed. 9/27/86 LAST NM 14/99 Change Visibility (range) of light to 10M (Mex LL)	47/02 24°38.1'N 112°08.3'W	35000 26Ed. 5/3/97 LAST NM 24/02 Delete Racon from buoy 54°30.9'N 2°36.3'E (See 23/02-35000) (30/02 Trinity House)
21121	18Ed. 10/10/98 LAST NM 6/99 Change Visibility (range) of range light, front to 10M (Mex LL)	47/02 24°32'30"N 111°48'43"W Visibility (range) of range light, rear to 10M 24°32'30"N 111°48'23"W Visibility (range) of light to 10M 24°38'16"N 112°08'17"W	35120 13Ed. 10/28/95 LAST NM 45/02 Add Depth 90 meters Wk [K26] 58°24'12"N 1°10'12"W (40(4243)02 Taunton)
21122	5Ed. 8/16/97 LAST NM 44/97 Change Visibility (range) of light to 10M (Mex LL)	47/02 24°38'11.2"N 112°08'23.0"W	36106 7Ed. 5/2/98 LAST NM 18/02 Add Light Fl G 5s to buoy 56°00'22"N 5°26'24"W (25(2505)02 Taunton)
22036	28Ed. 6/18/94 LAST NM 18/02 Change Light to Fl(2) 20s 137m 11M (12(221)01 Valparaiso)	47/02 54°16.7'S 66°44.0'W	36111 10Ed. 3/7/98 LAST NM 45/02 Add Depth 4 meters, blue tint and enclosing depth 47/02 contour (5-meter) 51°24'24"N 3°07'41"W (22(2267)02 Taunton)
22433	3Ed. 2/15/97 LAST NM 39/02 Substitute Depth 11 meters enclosed by depth contour (20-meter) for 29 meters 54°57'20"S 68°23'25"W Depth 19.2 meters enclosed by depth contour (20-meter) for 32 meters 54°58'15"S 68°22'20"W	47/02 54°52'32"S 67°52'36"W	36162 10Ed. 9/5/98 LAST NM 45/02 Add Depth 4 meters, blue tint and enclosing depth 47/02 contour (5-meter) 51°24'24.0"N 3°07'41.4"W (22(2267)02 Taunton)
	Change Beacon to Q(6) + L Fl 15s 31m 8M (12(222, 224)01 Valparaiso)	54°52'32"S 67°52'36"W	36163 13Ed. 11/1/97 LAST NM 45/02 Add Depth 4 meters, blue tint and enclosing depth 47/02 contour (5-meter) 51°24'24"N 3°07'41"W (22(2267)02 Taunton)
24460	4Ed. 11/6/93 LAST NM 39/02 (Panel A) Add Submarine cable [L30.1] joining	47/02 12°19.6'N 70°09.0'W 12°19.3'N 70°11.7'W 12°10.6'N 70°17.8'W	37000 (INT 140) 22Ed. 8/19/95 LAST NM 28/02 Delete Racon from buoy 54°30.9'N 2°36.3'E (See 23/02-37000) (30/02 Trinity House)
	(Panel B) Add Submarine cable [L30.1] joining	12°05.5'N 68°54.6'W 12°00.0'N 69°00.8'W 12°07.4'N 69°20.5'W 12°15.1'N 69°41.1'W 12°20.0'N 69°54.8'W 12°20.2'N 70°06.6'W 12°19.3'N 70°11.7'W 12°16.3'N 70°14.0'W (7/02 Caracas)	37005 16Ed. 8/2/97 LAST NM 45/02 Delete Racon from buoy 54°31.0'N 2°36.2'E (See 23/02-37005) (30/02 Trinity House)
24462	5Ed. 10/5/96 LAST NM 15/02 Add Submarine cable [L30.1] joining	47/02 12°05'33"N 68°54'34"W 12°05'25"N 68°54'38"W	

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37010	23Ed. 9/7/96 LAST NM 45/02 Delete Racon from buoy (See 23/02-37010) (30/02 Trinity House)	47/02 54°31.0'N 2°36.2'E	37506	4Ed. 6/24/00 LAST NM 46/02 Add "Works in progress (2001)" area bound by shore and dashed line joining 43°27'34.2"N 8°20'13.5"W 43°27'09.0"N 8°19'48.6"W 43°27'11.4"N 8°19'43.5"W 43°27'31.2"N 8°20'02.4"W 43°27'58.2"N 8°19'09.0"W 43°28'03.1"N 8°19'14.4"W (43/02 Cadiz)	47/02
37033	2Ed. 9/12/98 LAST NM 23/01 Add "Fish haven" area with blue tint [K46.1] bound by dotted line (limiting danger line) joining 43°43.7'N 5°45.1'W 43°42.7'N 5°43.2'W 43°41.6'N 5°43.2'W 43°42.1'N 5°45.6'W 43°42.7'N 5°46.3'W 43°43.8'N 5°45.8'W (13/02 Cadiz)	47/02	43182	4Ed. 3/12/94 LAST NM 23/98 Add Depth 2 fathoms 4 feet (19/828)02 Stavanger)	47/02 66°13'03"N 12°32'54"E
37110	11Ed. 4/24/99 LAST NM 29/02 Add Depth 11 meters Rk [K14.1] (42/17)01 Brest)	47/02 50°04.3'N 1°19.5'E	43300	5Ed. 7/20/96 LAST NM 44/02 Add Wreck [K29] (18/790)02 Stavanger)	47/02 60°50.7'N 4°20.8'E
37112	1Ed. 3/3/90 LAST NM 50/00 Substitute Depth 15.3 meters Wk [K26] for 14.6 meters Wk 50°06.51'N 1°18.43'E Depth 11 meters Rk [K14.1] for 11 meters Obstn 50°04.31'N 1°19.46'E (42/17)01 Brest)	47/02	43302	4Ed. 4/9/94 LAST NM 44/02 Delete Anchorage symbol Anchorage symbol Anchorage symbol Anchorage symbol Add Wreck [K29] (18/763), (19/813)02 Stavanger)	47/02 60°58'54"N 5°05'16"E 60°58'45"N 5°05'15"E 60°56'11"N 5°08'24"E 61°01'45"N 5°03'13"E 60°48'37"N 4°47'43"E
37115	2Ed. 5/10/97 LAST NM 33/02 Substitute Depth 15.3 meters Wk [K26] for 14.6 meters Wk 50°06.5'N 1°18.4'E Depth 11 meters Rk [K14.1] for 11 meters Obstn 50°04.3'N 1°19.5'E (42/17)01 Brest)	47/02	43303	4Ed. 6/27/98 LAST NM 41/02 Add Wreck [K29]	47/02 60°48'35"N 4°47'37"E
37182	14Ed. 5/22/99 LAST NM 35/02 Delete Depth 10 meters and enclosing contour (10- meter) 53°33'50"N 0°13'48"E Substitute Depth 7.8 meters for 7.5 meters 53°34'42"N 0°14'17"E Add Depth 8.7 meters 53°34'56"N 0°15'05"E Depth 9.3 meters 53°33'50"N 0°13'54"E Depth 8.4 meters 53°33'01"N 0°13'44"E (25/2503)02 Taunton)	47/02	Danger circle [K40] "Obstn (Marine farm)" 60°34'43"N 5°11'31"E Danger circle [K40] "Obstn (Marine farm)" 60°37'15"N 5°12'13"E Danger circle [K40] "Obstn (Marine farm)" 60°42'16"N 4°53'19"E Danger circle [K40] "Obstn (Marine farm)" 60°33'54"N 4°52'44"E Danger circle [K40] "Obstn (Marine farm)" 60°32'22"N 4°53'56"E Danger circle [K40] "Obstn (Marine farm)" 60°30'50"N 4°55'08"E Danger circle [K40] "Obstn (Marine farm)" 60°30'35"N 4°55'29"E (18/763), (19/814)02 Stavanger)		
37325	8Ed. 7/12/97 LAST NM 39/02 Delete Buoy (mooring) (12/25)02 Brest)	47/02 48°18'18.2"N 4°32'24.2'W	43304	2Ed. 9/5/92 LAST NM 44/02 Add Wreck [K29] (18/763)02 Stavanger)	47/02 60°48'37"N 4°47'43"E
37326	2Ed. 5/3/97 LAST NM 34/02 Delete "Aquaculture" area in vicinity	47/02 48°22'26.5"N 4°25'56.0'W	43321	6Ed. 1/17/98 LAST NM 41/02 Add Danger circle [K40] "Obstn (Marine farm)" 60°32'22"N 4°53'56"E Danger circle [K40] "Obstn (Marine farm)" 60°30'50"N 4°55'08"E Danger circle [K40] "Obstn (Marine farm)" 60°30'35"N 4°55'29"E (19/814)02 Stavanger)	47/02 60°32'22"N 4°53'56"E 60°30'50"N 4°55'08"E 60°30'35"N 4°55'29"E
37481	7Ed. 5/27/00 LAST NM 23/01 Add "Fish haven" area with blue tint [K46.1] bound by dotted line (limiting danger line) joining 43°43'43"N 5°45'04"W 43°42'41"N 5°43'13"W 43°41'37"N 5°43'10"W 43°42'04"N 5°45'35"W 43°42'41"N 5°46'19"W 43°43'45"N 5°45'49"W (13/02 Cadiz)	47/02	44313	1Ed. 4/11/87 LAST NM 41/02 Delete Buoy (Plan) Delete Buoy Range lights (2) and range line between 61°09'30.0"N 21°22'02.0"E 61°08'42.5"N 21°22'23.5"E Range lights (2) and range line between 61°09'35.0"N 21°21'38.5"E 61°09'25.0"N 21°22'06.0"E Range lights (2) and range line between 61°10'34.7"N 21°20'58.0"E 61°09'49.0"N 21°21'42.0"E Solid line (maritime route) between 61°09'25.0"N 21°22'06.0"E 61°08'22.8"N 21°24'24.0"E	47/02 61°08.14'N 21°14.92'E 61°09'58.7"N 21°19'51.0"E 61°09'30.0"N 21°22'02.0"E 61°08'42.5"N 21°22'23.5"E 61°09'35.0"N 21°21'38.5"E 61°09'25.0"N 21°22'06.0"E 61°10'34.7"N 21°20'58.0"E 61°09'49.0"N 21°21'42.0"E 61°09'25.0"N 21°22'06.0"E 61°08'22.8"N 21°24'24.0"E
37501	3Ed. 2/8/97 LAST NM 46/02 Add "Works in progress (2001)" area bound by shore and dashed line joining 43°27'34"N 8°20'14"W 43°27'09"N 8°19'49"W 43°27'11"N 8°19'44"W 43°27'31"N 8°20'02"W 43°27'58"N 8°19'09"W 43°28'03"N 8°19'14"W (43/02 Cadiz)	47/02			

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NM 47/02

44313	(Continued)			
Relocate	Buoy from 61°09'33.0"N 21°21'56.0"E to and add light Fl G 3s Buoy from 61°09'25.2"N 21°22'09.0"E to 61°09'30.0"N 21°21'58.2"E	61°09'39.0"N 21°21'48.0"E	Add Beacon "8" R, can topmark, QR (18(19)02 Brest)	43°23.77'N 4°54.89'E
Change	Range light, front to QY 8m 8M Range light, rear to L Fl Y 8s 21m 8M	61°09'40.0"N 21°23'12.5"E 61°09'28.2"N 21°24'50.0"E	1Ed. 9/9/89 LAST NM 42/02 Add Submarine cable [L30.1] joining	47/02 41°01.4'N 09°41.9'E 40°59.8'N 09°59.4'E 41°00.7'N 10°01.0'E 41°00.8'N 10°04.8'E
Add	Chartlet, depicting changes in hydrography and aids to navigation, from Subsection I-2	61°07'30.0"N 21°26'30.0"E	16(2)01 Genova)	
	Buoy R, pillar, can topmark, Fl R 3s Buoy G, pillar, cone topmark, Fl G 3s	61°10'13.2"N 21°18'30.0"E 61°09'59.4"N 21°19'56.4"E	6Ed. 3/17/01 LAST NM 28/02 Delete Obscured sectors from light (Gr LL)	47/02 36°27'01"N 28°13'39"E
	Range light, front Q 8m 3M rear Iso 6s 11m 4M	61°10'28.8"N 21°20'59.4"E 61°10'36.0"N 21°20'52.2"E	4Ed. 12/15/90 LAST NM 38/02 Change Period of beacon "20" to 5s (BA CH 327; BA LL)	47/02 24°14'09"N 37°39'01"E
	Range line extending in 153° direction from above rear light dashed for 1620 meters		11Ed. 4/25/98 LAST NM 3/00 Delete Light (BA CH 2577)	47/02 21°26'34"N 39°08'58"E
	Legend "Lts in Line 333°" along above dashed line	61°10'12.0"N 21°21'42.0"E	8Ed. 8/5/95 LAST NM 35/02 Add Submarine cable [L30.1] joining	47/02 6°05.3'S 113°03.9'E 6°00.0'S 113°20.5'E 5°50.0'S 115°10.0'E 6°07.0'S 116°11.5'E
	Light Fl R 3s to buoy	61°09'52.2"N 21°21'42.0"E	(See 31/02-72000) (25(173)00 Jakarta)	
	Buoy R, spar, can topmark, Fl R 3s	61°09'48.0"N 21°22'13.2"E	10Ed. 8/31/96 LAST NM 38/02 Add Submarine cable [L30.1] joining	47/02 5°52.0'S 115°00.0'E 5°50.0'S 115°10.0'E 6°14.0'S 116°40.0'E 6°09.0'S 117°28.0'E 6°03.8'S 117°39.5'E 5°24.8'S 118°15.0'E 5°16.5'S 118°35.1'E 5°18.1'S 118°46.7'E 5°17.7'S 118°51.0'E
	Range light, front Q 5m 3M rear L Fl 6s 10m 3M	61°09'30.6"N 21°21'48.0"E 61°09'33.6"N 21°21'39.6"E	(See 30/02-72007) (25(173)00 Jakarta)	
	Range line extending in 130° direction from above rear light dashed for 620 meters		8Ed. 11/30/96 LAST NM 38/02 Add Submarine cable [L30.1] joining	47/02 6°05.3'S 113°03.9'E 5°59.2'S 113°25.5'E 5°50.0'S 115°10.0'E 5°55.9'S 115°31.9'E 6°09.1'S 116°21.5'E 6°14.0'S 116°40.0'E 6°09.0'S 117°28.0'E 6°03.8'S 117°39.5'E 5°49.0'S 117°53.0'E 5°24.8'S 118°15.0'E 5°16.5'S 118°35.1'E 5°18.1'S 118°46.7'E 5°17.1'S 118°57.6'E 5°23.6'S 119°21.5'E
	Solid line (maritime route) with legend "7.5m" joining	61°09'30.0"N 21°22'02.0"E 61°09'20.5"N 21°22'12.5"E 61°08'27.1"N 21°24'25.4"E	(See 31/02-72021) (25(173)00 Jakarta)	
	Buoy R, spar, can topmark	61°09'31.8"N 21°22'05.4"E	2Ed. 12/30/95 LAST NM 30/02 Add Submarine cable [L30.1] joining	47/02 5°57.0'S 115°35.0'E 6°14.0'S 116°40.0'E 6°09.0'S 117°28.0'E 6°03.8'S 117°39.5'E 5°24.8'S 118°15.0'E 5°16.5'S 118°35.1'E 5°18.1'S 118°46.7'E 5°17.7'S 118°51.0'E
	Buoy G, spar, cone topmark, Fl G 3s	61°09'19.2"N 21°22'09.6"E		
	Range light, front Q 12m 4M rear L Fl 6s 18m 5M	61°08'05.4"N 21°23'32.4"E 61°07'57.0"N 21°23'41.4"E		
	Range line extending in 333° direction from above rear light dashed for 3180 meters			
	Legend "Lts in Line 153°" along above dashed line	61°08'48.0"N 21°22'36.0"E		
(2-3(34), 11-12(210), 15(286)02 Helsinki; Fin CH 41)				
51159	3Ed. 2/28/87 LAST NM 5/01			
Add	Dangerous wreck [K28] marked by buoy BRB, pillar, double ball topmark, Q	37°14.810'N 6°57.650'W	(1(5)02 Cadiz)	
51380	5Ed. 3/29/97 LAST NM 17/01			
Add	Danger circle [K40] "Obstn (Marine farm)"	28°53'28"N 13°44'13"W	(3(20)02 Cadiz)	
53061	10Ed. 2/19/94 LAST NM 44/02			
Delete	Buoy "8"	43°23'39.0"N 4°54'52.0"E		
Add	Beacon "8" R, can topmark, QR	43°23'42.6"N 4°54'49.2"E	(18(19)02 Brest)	
53063	8Ed. 4/20/91 LAST NM 44/02			
Delete	Buoy "8"	43°23.74'N 4°54.93'E		

73601	3Ed. 2/21/98 LAST NM 35/02 Add Chartlet, depicting changes in hydrography, from Subsection I-2 (11(311)00 Wollongong)	47/02 10°38.0'S 149°47.0'E	Depth 10.7 meters Substitute Depth 7.1 meters for 8.5 meters	20°59'19"S 149°18'33"E 21°03'05"S 149°18'14"E
74000	6Ed. 9/9/95 LAST NM 36/02 Delete R Bn (AERO) at light (BA RA)	47/02 30°18.8'S 153°06.0'E	Depth 9.3 meters, blue tint and enclosing depth contour (10-meter) for 11.6 meters Depth 9.3 meters, blue tint and enclosing depth contour (10-meter) for 10.7 meters	21°00'32"S 149°19'29"E 21°00'23"S 149°20'38"E
74002	2Ed. 1/7/95 LAST NM 35/02 Delete R Bn (AERO) at light	47/02 21°10.0'S 149°11.0'E	Depth 12 meters for 13.4 meters Add Depth 8.4 meters, blue tint and enclosing depth contour (10-meter) Depth 7.1 meters, blue tint and enclosing depth contour (10-meter)	20°59'47"S 149°21'28"E 21°02'12"S 149°20'59"E 20°59'27"S 149°18'29"E
74003	5Ed. 10/21/95 LAST NM 28/02 Delete R Bn (AERO) at light (BA RA)	47/02 28°09.0'S 153°30.0'E	(18(565)02 Wollongong; BA RA)	
74004	2Ed. 2/11/95 LAST NM 39/02 Delete R Bn (AERO) R Bn (AERO) R Bn (AERO) (BA RA)	47/02 21°10.0'S 149°11.0'E 16°51.0'S 145°44.0'E 19°15.0'S 146°46.0'E		
74005	2Ed. 4/8/95 LAST NM 46/02 Delete R Bn (AERO) (BA RA)	47/02 16°51.0'S 145°44.0'E		
74162	4Ed. 12/31/94 LAST NM 46/02 Delete R Bn (Aero) (BA RA)	47/02 30°18'50"S 153°07'00"E		
74171	4Ed. 8/5/95 LAST NM 36/02 Delete R Bn (AERO) (BA RA)	47/02 30°18'50"S 153°06'48"E		
74172	5Ed. 1/24/98 LAST NM 36/02 Delete R Bn (Aero) at light (BA RA)	47/02 28°09'50"S 153°30'30"E		
74181	8Ed. 7/26/97 LAST NM 39/02 Delete R Bn (AERO) at light (BA RA)	47/02 28°09'50"S 153°30'30"E		
74220	8Ed. 3/7/98 LAST NM 35/02 Delete RC (Aero) Depth 20.1 meters	47/02 21°10.0'S 149°11.0'E 20°50.5'S 149°20.2'E	Depth 18 meters, blue tint and enclosing depth contour (20-meter) Substitute Depth 7 meters for 8.8 meters	20°50.1'S 149°22.1'E 21°03.3'S 149°18.2'E
			Depth 8.2 meters enclosed by depth contour (10-meter) for 11 meters Depth 9.1 meters enclosed by depth contour (10-meter) for 11 meters	21°02.3'S 149°21.0'E 21°00.5'S 149°20.6'E
			Depth 11.9 meters for 13.7 meters Depth 7.3 meters for 8.2 meters	20°59.9'S 149°21.5'E 20°59.5'S 149°20.0'E
			Depth 8.8 meters enclosed by depth contour (10-meter) for 10.3 meters	20°58.5'S 149°19.5'E
			Depth 4.8 meters for 5.8 meters	20°55.8'S 149°23.4'E
Add	Depth 14.6 meters, blue tint and enclosing depth contour (20-meter) Depth 16.7 meters, blue tint and enclosing depth contour (20-meter) (18(565)02 Wollongong; BA RA)	20°50.8'S 149°19.4'E 20°50.3'S 149°22.8'E		
74229	2Ed. 9/19/98 LAST NM 43/02 Delete RC (AERO) Depth 11.6 meters Depth 10.7 meters	47/02 21°09'45"S 149°11'12"E 21°02'16"S 149°21'26"E 21°02'08"S 149°21'00"E	Substitute Depth 4 meters for 4.5 meters Change Visibility (range) of light to 6M Add Depth 17 meters Depth 11.4 meters (18(572, 573)02 Wollongong)	42°52.4'S 147°31.5'E 42°56.7'S 147°47.0'E 43°04.8'S 147°28.2'E 42°54.9'S 147°36.3'E
			Substitute Depth 4 meters for 4.5 meters Change Visibility (range) of light to 6M Add Depth 17 meters Depth 11.4 meters (18(572, 573)02 Wollongong)	42°52.4'S 147°31.5'E 42°56.7'S 147°47.0'E 43°04.8'S 147°28.2'E 42°54.9'S 147°36.3'E
75191	6Ed. 6/10/95 LAST NM 43/02 Add Purple dashed-line circle "Unexploded Ordnance" (PA) (33(605)02 Tianjin)	47/02 42°52'25"S 147°31'45"E 42°54'24"S 147°39'10"E 42°54'55"S 147°36'19"E		
93680	3Ed. 9/23/95 LAST NM 45/02 Add Purple dashed-line circle "Unexploded Ordnance" (PA) (33(605)02 Tianjin)	47/02 17°55.4'N 109°29.5'E		

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93730	3Ed. 6/29/96 LAST NM 45/02 Add Dangerous wreck [K28] "Rep (2002)" (PA) (36(681)02 Tianjin)	47/02 22°26.0'N 115°11.0'E	94206	3Ed. 3/8/86 LAST NM 44/02 Add Dangerous wreck [K28] "Rep (2002)" (PA) (29(554)02 Tianjin)	47/02 30°35'48"N 121°43'12"E
93778	8Ed. 3/30/96 LAST NM 14/02 (Panel A) Relocate Buoy "20" from 21°09'21.0"N 110°24'27.1"E to 21°08'50.3"N 110°24'24.1"E	47/02	94207	5Ed. 4/6/96 LAST NM N44/02 Add Dangerous wreck [K28] (PA) Dangerous wreck [K28] "Rep 2002" (PA) (12(232), 29(554)02 Tianjin)	N47/02 30°13'30"N 121°56'48"E 30°35'48"N 121°43'12"E
	Change Characteristic of light to Iso 4s 21°16'45.8"N 110°23'46.8"E				
	Characteristic of light to F 21°16'52.5"N 110°23'41.0"E		94219	1Ed. 9/26/87 LAST NM 34/01 (Panel B) Relocate Buoy "116" from 31°12'34.0"N 121°30'02.3"E to (24(372)01 Tianjin)	47/02 31°12'29.0"N 121°30'00.0"E
Add	Buoy YBY, pillar, double cone topmark points together, Q(9) 15s Beacon "1" FR 4m 4M Beacon "2" L Fl 6s 18m 6M Beacon "3" FR 4m 4M Buoy "1" R, can, Fl(3) R 10s Buoy "2" G, conical, Fl G 4s Buoy "3" R, can, Fl(2) R 6s (4(57, 58), 14(245), 31(576)02 Tianjin)	21°09'12.4"N 110°24'50.9"E 21°09'09.2"N 110°24'25.2"E 21°09'16.4"N 110°24'26.5"E 21°09'24.8"N 110°24'26.4"E 21°15'46.7"N 110°24'36.6"E 21°16'30.3"N 110°25'04.2"E 21°15'14.8"N 110°24'43.5"E	94220	4Ed. 9/23/95 LAST NM 42/02 Add Dangerous wreck [K28] (PA) (12(231)02 Tianjin)	47/02 30°50.0'N 122°35.2"E
94040	13Ed. 10/4/97 LAST NM 37/02 Add Purple dashed-line circle "Unexploded Ordnance" Purple dashed-line circle "Unexploded Ordnance" (10(168)02 Tianjin)	47/02 23°14.8"N 116°54.7"E 23°14.2'N 116°56.1'E	95060	13Ed. 8/5/95 LAST NM 44/02 Add Fish haven symbol [K46.1] Fish haven symbol [K46.1] (42(438)99 Inchon)	47/02 37°07.7'N 126°34.6"E 37°06.7'N 126°36.1"E
94042	9Ed. 5/25/96 LAST NM 32/01 (Panel B) Add Purple dashed-line circle "Unexploded Ordnance" Purple dashed-line circle "Unexploded Ordnance" (10(168)02 Tianjin)	47/02 23°14'48"N 116°54'42"E 23°14'13"N 116°56'08"E	95066	11Ed. 11/21/98 LAST NM 44/02 Relocate Buoy "B" from 36°55'16"N 126°14'35"E to 36°55'23"N 126°14'53"E Buoy from 37°11'28"N 126°16'36"E to 37°11'15"N 126°39'39"E and add designation "5"	47/02
			Add Buoy "1" G, can Buoy "3" G, can	37°09'39"N 126°17'27"E 37°10'52"N 126°16'46"E	
94060	10Ed. 5/18/96 LAST NM 46/02 Delete Dangerous wreck (PA)	47/02 24°09.0'N 118°06.0"E		Fish haven area with blue tint [K46.1] bound by existing fish haven and dotted line (limiting danger line) joining	
	Add Depth 10 meters Wk [K26] (37(684)02 Tianjin)	24°09.2'N 118°07.6'E		37°08'03"N 126°34'42"E 37°07'48"N 126°35'04"E 37°07'28"N 126°34'43"E 37°07'59"N 126°33'56"E	
94061	5Ed. 4/27/96 LAST NM 35/02 Delete Dangerous wreck (PA)	47/02 24°09'00"N 118°06'00"E		Fish haven area with blue tint [K46.1] bound by dotted line (limiting danger line) joining	
	Add Depth 10 meters Wk [K26] (37(684)02 Tianjin)	24°09'12"N 118°07'36"E		37°07'11"N 126°35'47"E 37°06'25"N 126°36'46"E 37°06'16"N 126°36'35"E 37°07'02"N 126°35'35"E	
94160	7Ed. 3/23/96 LAST NM 46/02 Add Stranded wreck [K24] (PA) Stranded wreck [K24] (PA) (33(618), 35(662)02 Tianjin)	47/02 27°27.1'N 120°44.1"E 27°28.0'N 120°42.0"E	95068	1Ed. 10/23/99 LAST NM 45/02 Delete Buoy "41"	47/02 36°57'58.0"N 126°50'04.0"E
94180	9Ed. 10/28/95 LAST NM 44/02 Add Dangerous wreck (Mast) [K25] (PA) Dangerous wreck [K28] (PA) Dangerous wreck [K28] "Rep (2001)" (PA) (25(400)01, 15(291), 34(645)02 Tianjin)	47/02 28°39.3'N 121°46.5"E 30°01.6'N 122°34.6"E 29°49.4'N 122°23.7"E	Relocate Buoy "31" from 37°00'15.0"N 126°45'52.0"E to 37°00'22.0"N 126°45'59.0"E	37°00'43.2"N 126°44'22.0"E	
			Add Buoy Y, pillar, "X" topmark, Fl Y 4s		
			(45(564)01, 41(576)02 Inchon)		
94188	2Ed. 5/25/96 LAST NM 46/02 Add Dangerous wreck [K28] "Rep (2002)" (PA) (31(584)02 Tianjin)	47/02 29°57'21"N 122°06'24"E	95100	12Ed. 3/2/96 LAST NM 46/02 Add Buoy Y, can, "X" topmark (41(575)02 Inchon)	47/02 34°23'19"N 127°00'45"E
94203	10Ed. 11/21/98 LAST NM 46/02 Add Dangerous wreck [K28] (PA) Dangerous wreck [K28] (PA) Dangerous wreck [K28] (PA) Dangerous wreck [K28] "Rep (2002)" (PA) (12(231, 232), 15(291), 29(554)02 Tianjin)	47/02 30°50'00"N 122°35'12"E 30°13'30"N 121°56'48"E 30°01'38"N 122°34'37"E 30°35'48"N 121°43'12"E	95102	8Ed. 8/12/95 LAST NM 46/02 Add Buoy Y, can, "X" topmark (41(575)02 Inchon)	47/02 34°23'19"N 127°00'45"E
			95103	8Ed. 5/18/96 LAST NM 45/02 Change Height of light to 18m (42(434)99 Inchon)	47/02 33°25'07"N 126°15'15"E

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95141	8Ed. 8/5/95 LAST NM 45/02 Add "Marine farm" area bound by dashed line joining (38(223)02 Inchon)	47/02 34°37'09"N 127°34'22"E 34°37'13"N 127°34'26"E 34°37'09"N 127°34'32"E 34°37'05"N 127°34'28"E	Double solid line with land tint between 40°33'32.0"N 141°31'39.3"E 40°33'30.0"N 141°31'37.8"E
95143	11Ed. 5/15/99 LAST NM 45/02 Add Obscured sector 192°-328° to light (31(413)02 Inchon)	47/02 34°49'54"N 128°07'30"E	Position circle "Y Lt" 40°32'52.1"N 141°32'57.9"E Crane symbol 40°31'56.0"N 141°30'25.0"E
95146	14Ed. 5/14/94 LAST NM 46/02 Add "Marine farm" area bound by dashed line joining (42(477)99 Inchon)	47/02 35°02'25"N 128°41'23"E 35°02'19"N 128°41'38"E 35°02'14"N 128°41'35"E 35°02'20"N 128°41'20"E	Position circles (2) "Chys" and legends "(49)" and "(42)" in vicinity 40°31'51.0"N 141°29'54.0"E Chimney symbol and legend "(26)" 40°31'48.0"N 141°30'10.0"E
95147	13Ed. 5/14/94 LAST NM 46/02 Change Visibility (range) of light to 8M Visibility (range) of light to 10M Add "Marine farm" area bound by dashed line joining (42(477)99, 41(573, 574)02 Inchon)	47/02 35°11'59.0"N 128°34'41.0"E 35°05'51.0"N 128°40'44.0"E 35°02'25.0"N 128°41'23.0"E 35°02'19.0"N 128°41'38.0"E 35°02'14.0"N 128°41'35.0"E 35°02'20.0"N 128°41'20.0"E	Substitute Solid line for dashed line in vicinity 40°33'56.0"N 141°29'29.0"E Note: Construction completed Disused submarine cable [L32] for submarine cable joining 40°33'37.0"N 141°34'06.0"E 40°33'16.0"N 141°33'21.0"E 40°32'22.0"N 141°33'19.0"E
95151	17Ed. 11/28/98 LAST NM 40/02 Relocate Buoy "E" from 35°05'39.6"N to 35°05'39.5"N Buoy "F" from 35°05'46.5"N to 35°05'46.3"N (See 36/02-95151) (30(405)02 Inchon)	47/02 129°05'30.7"E 129°05'27.2"E 129°05'30.4"E 129°05'25.2"E	Position circle "Y Lt" for light 40°33'19.0"N 141°31'15.3"E "Being Reclaimed (1999)" area bound by shore and dashed line joining 40°35'07.7"N 141°28'32.7"E 40°34'56.2"N 141°28'39.8"E 40°34'53.1"N 141°28'31.3"E
95160	13Ed. 8/19/95 LAST NM 42/02 Delete Depth 34 meters Change Light to Fl 3s 15m 4M Visibility (range) of light to 4M Add Depth 26 meters rky (41(1394, 1402, 1403)02 Tokyo)	47/02 33°47.6"N 129°53.8"E 34°00.6"N 130°48.7"E 33°48.1"N 130°15.9"E 33°47.8"N 129°53.9"E	Double solid line with land tint (breakwater extension) joining 40°35'05.2"N 141°28'51.2"E 40°35'03.8"N 141°28'52.2"E 40°35'01.2"N 141°28'56.7"E
95162	2Ed. 2/12/94 LAST NM 44/02 Add Light F 15m with visible sector 203°-225° (See 40/96-95162) (38(510)02 Inchon)	47/02 37°29'46.0"N 129°08'40.0"E	Position circle "Y Lt" 40°35'01.2"N 141°28'56.7"E Double solid line with land tint (breakwater extension) between 40°33'53.8"N 141°32'05.9"E 40°33'55.8"N 141°32'05.9"E
95341	8Ed. 2/22/97 LAST NM 42/02 Change Light to Fl 3s 15m 4M (41(1402)02 Tokyo)	47/02 34°00'35"N 130°48'43"E	Position circle "Y Lt" 40°33'55.8"N 141°32'05.9"E Double solid line with land tint (breakwater extension) between 40°32'52.1"N 141°32'57.9"E 40°32'51.2"N 141°32'57.9"E
96941	8Ed. 5/31/97 LAST NM 5/01 Change Light to Fl G 3s 13m 7M (41(1396)02 Tokyo)	47/02 43°23.8"N 141°25.7"E	Position circle "Y Lt" 40°32'51.2"N 141°32'57.9"E Position circle and legend "R Lt" 40°32'09.6"N 141°31'58.0"E
97040	5Ed. 6/14/97 LAST NM 43/02 Relocate Light from 40°33'15"N 141°31'20"E to 40°33'32"N 141°31'41"E Add Solid line (breakwater extension) between 40°33'15"N 141°31'20"E 40°33'32"N 141°31'41"E (13(549)99, 42(1499)00 Tokyo)	47/02 40°33'15"N 141°31'20"E 40°33'32"N 141°31'41"E	"Caissons" area bound by dashed line joining 40°32'28.8"N 141°31'35.9"E 40°32'28.3"N 141°31'35.1"E 40°32'31.8"N 141°31'30.7"E 40°32'32.3"N 141°31'31.5"E (11(444), 12(490), 13(549), 17(731), 30(1265), 34(1376)99, 40(1434), 42(1499)00, 40(1374)02 Tokyo; Jpn CH 65)
97041	9Ed. 7/25/98 LAST NM 45/02 Delete Position circle "R Lt" Position circle "Y Lt" Buoy Position circle "R Lt"	47/02 40°35'05.2"N 141°28'51.2"E 40°33'53.8"N 141°32'05.9"E 40°33'39.0"N 141°34'07.0"E 40°33'32.0"N 141°31'39.3"E	97100 4Ed. 8/8/98 LAST NM 42/02 Add Submarine cable [L30.1] joining 36°45'48"N 140°47'06"E 36°45'18"N 140°48'54"E 36°38'54"N 141°02'42"E 36°35'54"N 141°08'18"E 36°34'00"N 141°12'24"E 36°33'30"N 141°14'12"E 36°33'12"N 141°22'48"E 36°33'12"N 141°26'06"E 36°34'15"N 141°31'46"E (40(1375)02 Tokyo)
97184	15Ed. 9/13/97 LAST NM 28/02 Delete Buoy (See 28/02-97184)	47/02 35°01'29.0"N 136°48'12.0"E	97184 15Ed. 9/13/97 LAST NM 28/02 Delete Buoy Y, conical, (Y Lt) 35°01'40.0"N 136°48'08.0"E (41(1398)02 Tokyo)

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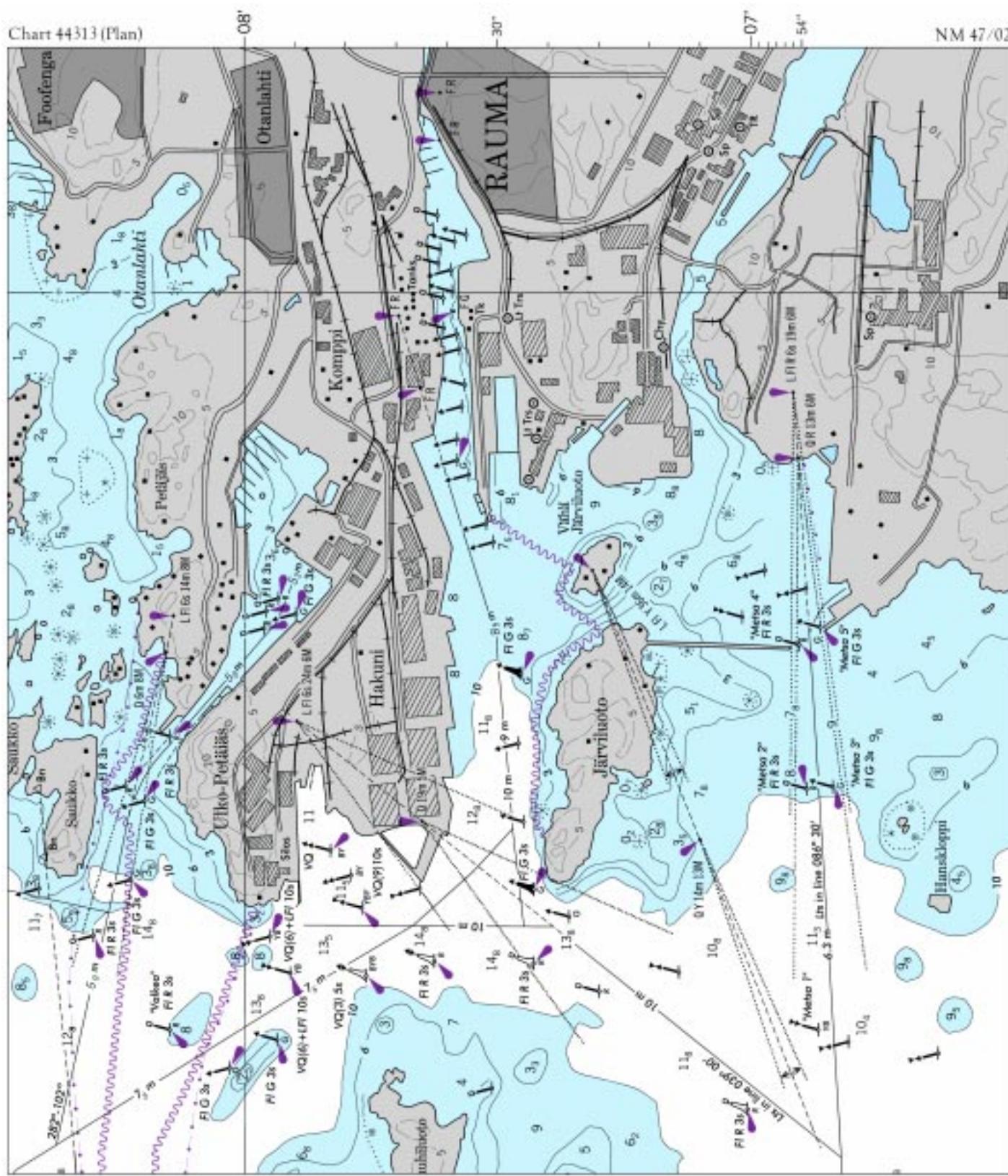
NM 47/02

97222	12Ed. 12/27/97 LAST NM 28/02 Add "Entry Prohibited" area [N2.2] bound by shore and purple composite line joining	47/02 34°14'05"N 135°06'04"E 34°13'59"N 135°06'00"E 34°14'08"N 135°05'38"E 34°14'21"N 135°05'46"E 34°14'17"N 135°06'12"E 34°14'13"N 135°06'14"E (40(1378)02 Tokyo)	Depth 12.3 meters enclosed by depth contour (20-meter) 32°10'36.8"N 130°03'48.7"E (41(1412)02 Tokyo)
97224	6Ed. 12/27/97 LAST NM 46/02 Add "Entry Prohibited" area [N2.2] bound by shore and purple composite line joining	47/02 34°14'05.3"N 135°06'04.2"E 34°13'59.0"N 135°05'59.8"E 34°14'08.4"N 135°05'38.0"E 34°14'21.4"N 135°05'45.9"E 34°14'16.7"N 135°06'12.5"E 34°14'13.3"N 135°06'13.6"E (40(1378)02 Tokyo)	Change Light to Fl 3s 4M Visibility (range) of beacon to 4M 34°00.6"N 130°48.7"E 33°48.1'N 130°15.9"E (41(1394, 1402, 1403)02 Tokyo)
97229	12Ed. 7/4/98 LAST NM 39/02 Add Range light, front FG 22m 6M 34°42'01.7"N 135°14'37.8"E Range light, rear FG 43m 6M 34°42'06.8"N 135°14'37.7"E Range line extending in 178°00' direction from above front light solid for 2500 meters Legend "Lts in line 358°00'" along above range line (See 31/02-97229) (41(1400)02 Tokyo)	47/02 34°42'01.7"N 135°14'37.8"E 34°42'06.8"N 135°14'37.7"E 34°27'16.3"N 133°57'16.8"E 34°26'39.0"N 133°57'23.0"E 34°28'47.0"N 134°00'22.0"E 34°27'17.5"N 134°01'11.0"E 34°27'52.0"N 134°01'22.5"E 34°28'07.0"N 134°01'25.5"E (41(1401)02 Tokyo)	97420 17Ed. 9/20/97 LAST NM 42/02 Delete Depth 34 meters Substitute Depth 26 meters rky for 26 meters (See 34/02-97420) 33°47.6"N 129°53.8"E 33°47.8"N 129°53.9"E 34°00.6"N 130°48.7"E 33°48.1'N 130°15.9"E (41(1394, 1402, 1403)02 Tokyo)
97234	17Ed. 12/26/98 LAST NM 43/02 Add Buoy Y, pillar, "X" topmark, Fl Y 4s Buoy Y, pillar, "X" topmark, Fl Y 4s Buoy Y, pillar, "X" topmark, Fl Y 4s Buoy "A" G, pillar, can topmark, Fl G 3s Buoy "B" G, pillar, can topmark, Fl G 3s Buoy "C" G, pillar, can topmark, Fl G 3s (41(1401)02 Tokyo)	47/02 34°27'16.3"N 133°57'16.8"E 34°26'39.0"N 133°57'23.0"E 34°28'47.0"N 134°00'22.0"E 34°27'17.5"N 134°01'11.0"E 34°27'52.0"N 134°01'22.5"E 34°28'07.0"N 134°01'25.5"E (41(1401)02 Tokyo)	97425 6Ed. 1/30/99 LAST NM 39/02 Delete Depth 34 meters Substitute Depth 26 meters rky for 26 meters (See 34/02-97425) 33°47'38"N 129°53'48"E 33°47'47"N 129°53'55"E Change Visibility (range) of beacon to 4M 33°48'08"N 130°15'56"E (41(1394, 1403)02 Tokyo)
97236	20Ed. 10/17/98 LAST NM 31/02 Add Buoy Y, pillar, "X" topmark, Fl Y 4s Buoy Y, pillar, "X" topmark, Fl Y 4s (41(1401)02 Tokyo)	47/02 34°27'16"N 133°57'17"E 34°26'39"N 133°57'23"E (41(1401)02 Tokyo)	97481 6Ed. 2/8/97 LAST NM 10/02 Change Characteristic of beacon to Fl(2) R 6s 3M Beacon to BY, double cone topmark points upward, Q 3M Add Beacon R, cone topmark, Fl R 3s 3M (41(1404, 1405)02 Tokyo)
97303	3Ed. 2/14/98 LAST NM 25/02 Change Caution No. 1 of CAUTIONS note to "1. Reserved." Add Chartlet A, depicting changes in hydrography, from Subsection I-2 Chartlet B, depicting changes in hydrography and topography, from Subsection I-2 (Jpn CH W110; 35(1207)02 Tokyo)	47/02 33°31'29.0"N 133°34'51.0"E 33°32'26.0"N 133°34'06.0"E 33°30'31.0"N 133°35'06.0"E (Jpn CH W110; 35(1207)02 Tokyo)	24°55'46"N 125°15'49"E 24°56'48"N 125°16'22"E 24°45'07"N 125°13'04"E (41(1404, 1405)02 Tokyo)
97380	7Ed. 8/23/97 LAST NM 39/02 Substitute Depth 26 meters rky for 35 meters (41(1394)02 Tokyo)	47/02 33°47.8"N 129°53.9"E (41(1394)02 Tokyo)	
97384	4Ed. 6/14/97 LAST NM 35/01 Delete Depth 14.6 meters Add Depth 18 meters enclosed by depth contour (20-meter) in vicinity Depth 18 meters enclosed by depth contour (20-meter) in vicinity Add Depth 16.7 meters enclosed by depth contour (20-meter) Depth 16.2 meters rky enclosed by depth contour (20-meter)	47/02 32°10'41.0"N 130°03'46.0"E 32°10'50.0"N 130°03'35.0"E 32°11'16.0"N 130°03'50.0"E 32°11'20.5"N 130°03'53.3"E 32°10'47.4"N 130°03'36.3"E (41(1394)02 Tokyo)	I-1.9

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Chart 44313 (Plan)

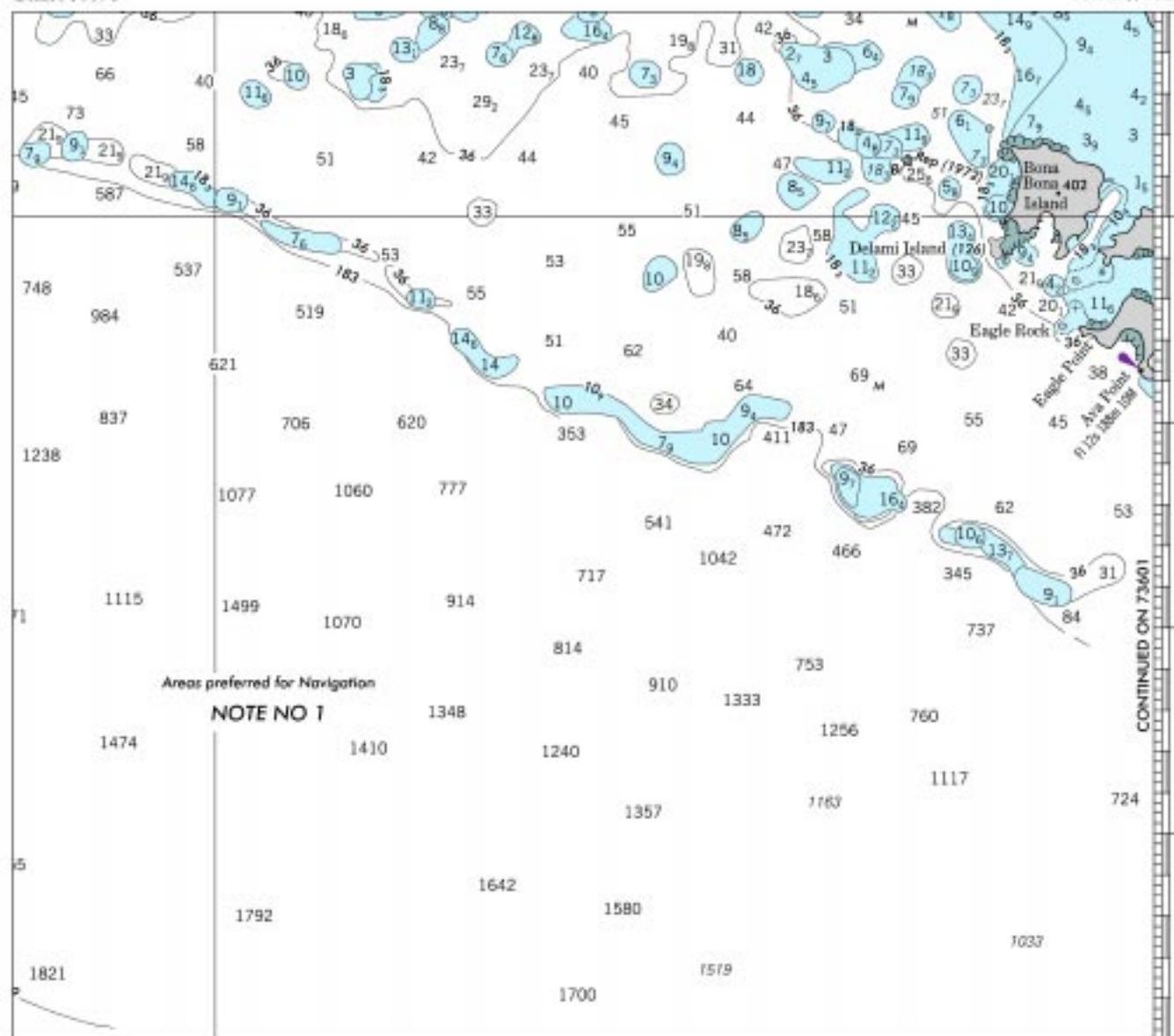


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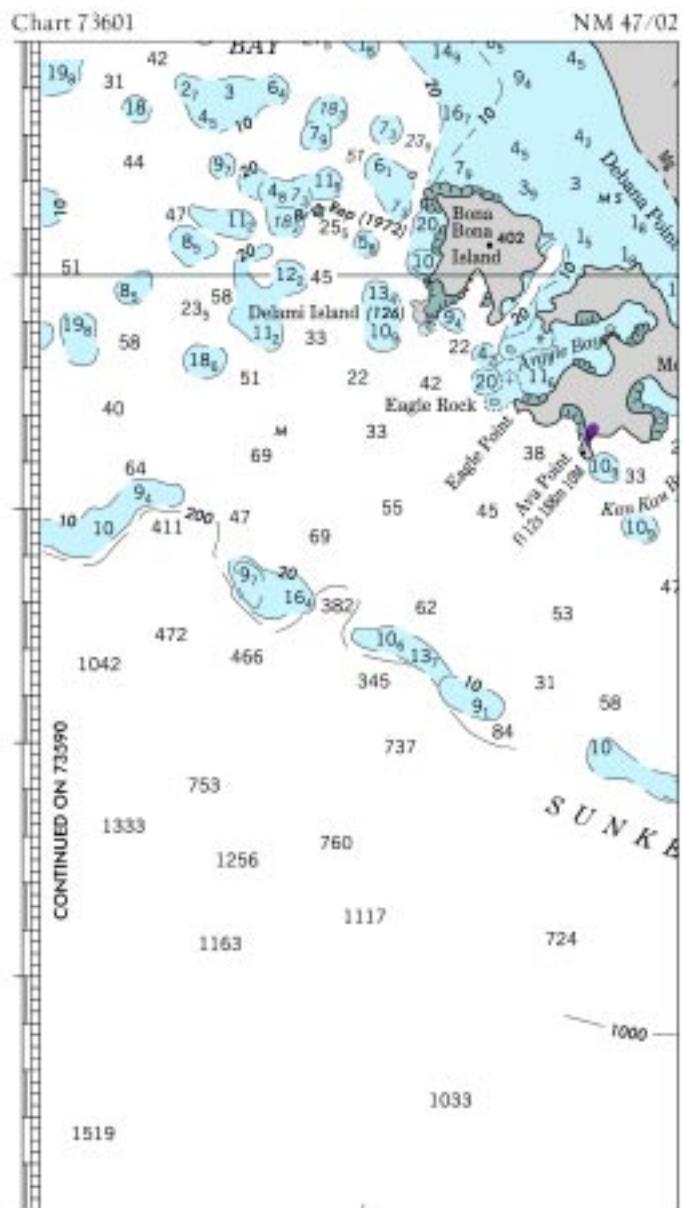
Chart 73590

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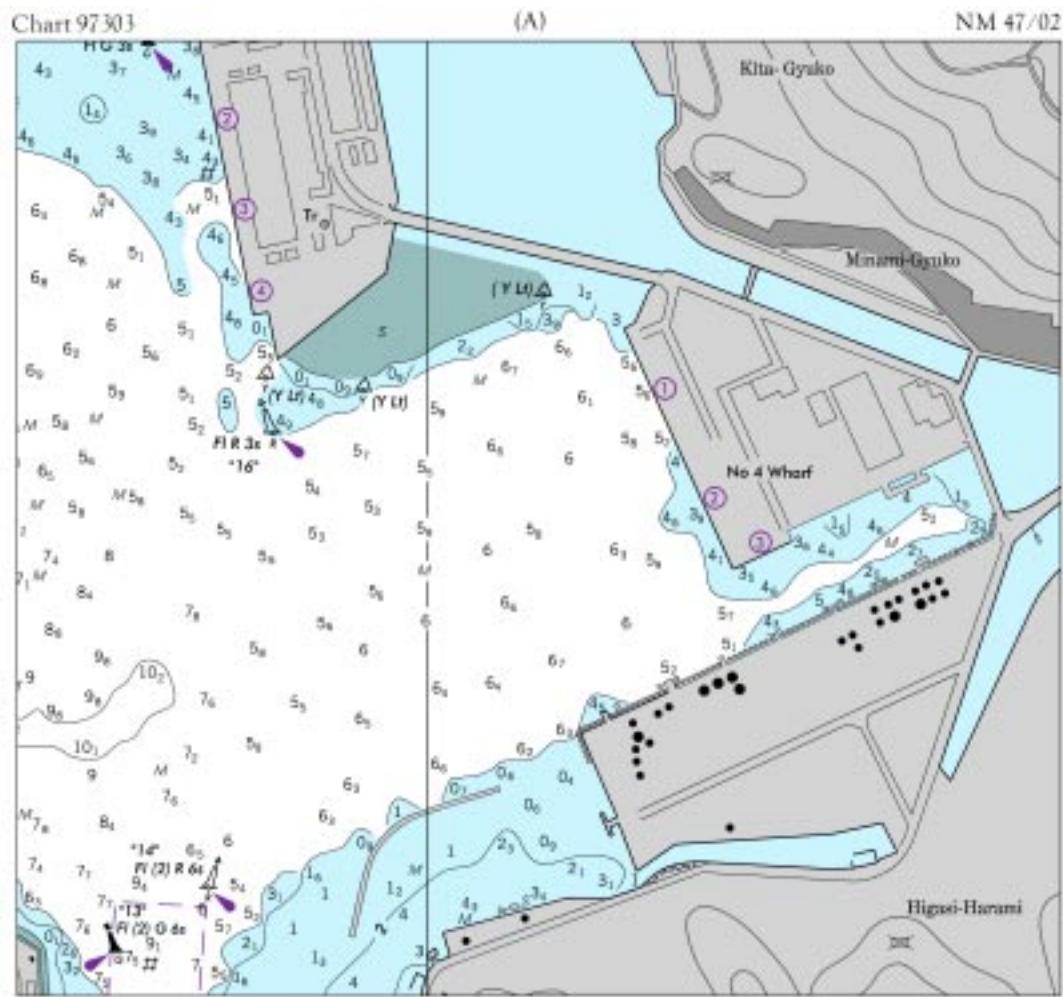
SECTION I

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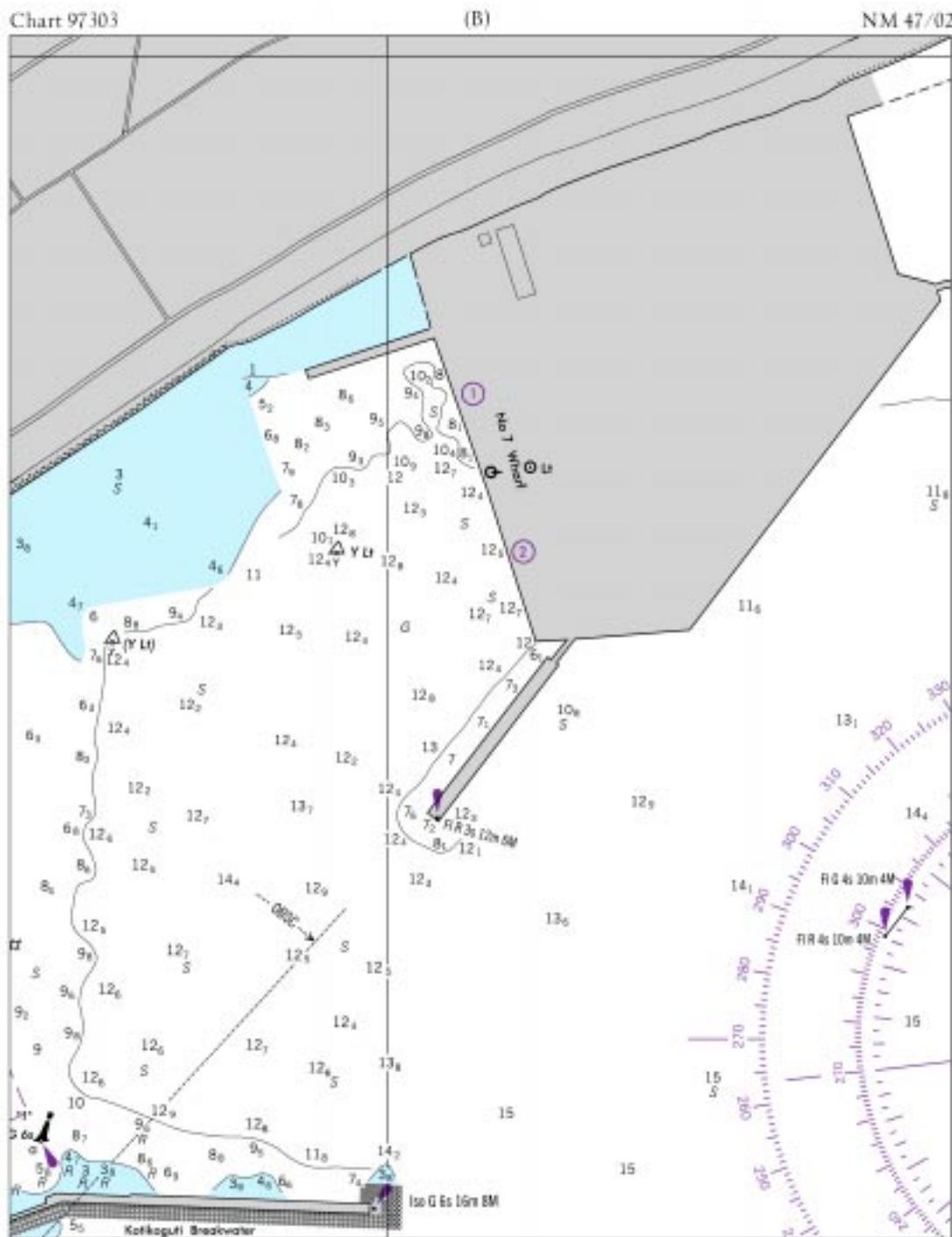
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SECTION I

Chart 12327

NM 47/02

NEW YORK HARBOR - LOWER BAY - CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO MAY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
AMBROSE CHANNEL	40.3	44.7	44.9	28.4	9-95	2000 9.2 45
SANDY HOOK CHANNEL (EAST)	38.3	39.3	37.8	31.4	6,7-01	A800-2200 3.5 A35
SANDY HOOK CHANNEL	20.3	39.8	36.0	33.1	6,7-01	800 2.4 35
CHAPEL HILL:						
SOUTH CHANNEL	28.6	29.9	30.1	26.3	12-01	1000 2.7 30
NORTH CHANNEL	29.1	29.2	29.4	28.4	12-01	1000 1.8 30
TERMINAL CHANNEL	44.2	45.7	46.0	44.0	2-97	400 0.8 35
KEYPORT HARBOR CHANNEL	5.0	6.7	6.5	5.8	5-02	100-200 0.9 8
RARITAN BAY EAST REACH	33.3	37.2	35.5	33.1	4-01	600 4.0 35
RARITAN BAY WEST REACH	33.4	39.1	39.2	33.9	4,9-01	600 2.4 35
SEGUINE POINT BEND	28.5	35.1	38.4	29.7	9-01	600-800 1.2 35
RED BANK REACH	34.0	40.3	40.5	34.2	9-01	600 1.2 35
WARD POINT BEND (EAST)	31.5	38.7	36.9	27.6	9,12-01	600-800 1.1 35
WARD POINT BEND (WEST)	35.0	35.0	35.0	33.8	9,12-01	600-800 0.8 35
RARITAN RIVER CUT OFF	16.7	19.3	19.3	11.6	3-99	600-1100 1.0 20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-93	400 0.9 30
GREAT BEDS REACH	24.6	25.7	25.3	25.2	6-01	300 0.6 25
SOUTH AMBOY REACH	24.4	23.1	22.8	23.6	6-01	300 1.2 25
A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK (EAST) TO THE TURNING BASIN.						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

Chart 12401

NM 47/02

NEW YORK HARBOR-LOWER BAY-CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO DEC 2001						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
AMBROSE CHANNEL	40.3	44.7	44.9	28.4	9-95	2000 9.2 45
SANDY HOOK CHANNEL (EAST)	38.3	39.3	37.8	31.4	6,7-01	A800-2200 3.5 A35
SANDY HOOK CHANNEL	20.3	39.8	36.0	33.1	6,7-01	800 2.4 35
CHAPEL HILL:						
SOUTH CHANNEL	28.6	29.9	30.1	26.3	12-01	1000 2.7 30
TERMINAL CHANNEL	44.2	45.7	46.0	44.0	2-97	400 0.8 35
RARITAN BAY EAST REACH	33.3	37.2	35.5	33.1	4-01	600 4.0 35
RARITAN BAY WEST REACH	33.4	39.1	39.2	33.9	4,9-01	600 2.4 35
A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK (EAST) TO THE TURNING BASIN.						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

Chart 12402

NM 47/02

NEW YORK HARBOR-LOWER BAY-CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO DEC 2001						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
AMBROSE CHANNEL	40.3	44.7	44.9	28.4	9-95	2000 9.2 45
CHAPEL HILL:						
SOUTH CHANNEL	28.6	29.9	30.1	26.3	12-01	1000 2.7 30
NORTH CHANNEL	29.1	29.2	29.4	28.4	12-01	1000 1.8 30
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
11	2	38/01	11305	1	N44,N46/01;N6,N7,N11, N21,N26,N29,N36, N46/02	11362	4	N38,N39,N41,N42, N47/01;N5,N6,N7,N8, N10,N12,N13,N14,N16, N17,N18,N22,N23,N24, N28,N29,N31,N33,N36, N39,N40,N47/02	11468	39	42*,43/02
12	1	45/02	11307	36	48/01*;9,13,28,31/02	11363	38	26*,29,35,38,40,43/02	11469	5	45,46/01;4,5,8,15,24,27, 35/02
50	5	5.8.17/02	11308	21	43,46/01;4,6,18,26/02	11364	39	39*,44,51/01;5,8,10,11, 13,16,17,22,25,30,33,35, 37,38,39,43/02	11470	35	2*,4,24,27/02
51	1	7/02	11309	36	13*,14,21,26,28,36,46/02	11365	16	1*,14,40,42/02	11472	30	39/01;16,26,27,28,29, 30/02
52	1	14,18/02	11310	1	N43,N44/01;N4,N7,N8, N21,N46/02	11366	6	40,41,42,43,47,49/01;5,6, 7,10,11,12,13,14,16,18, 22,24,25,26,28,33,39,40, 43,47/02	11474	10	43/01;16/02
53	2	5,17/02	11311	23	15*,21,46/02	11367	31	52/01;5,12,16,17,25, 33/02	11475	16	40,50/01;16,27/02
71	4	43/01	11312	3	2*,4,7,8,21,26,28,36, 46/02	11368	22	38/02*	11476	19	16/02
103	5	44/01	11313	22	45/01;4,1,31/02	11369	43	44,51/01;5,8,12,16,17,25, 30,33,35,38,39,43/02	11477	6	N43,N46/01;N2,N16/02
108	9	38,42/01;12,13,32,35/02	11314	21	43/01;4,8,14/02	11370	23	2*,5,6,17,31,33,40/02	11478	19	43/01;2,4,15,16,31/02
120	6	38,44/01	11315	30	37/02*	11371	35	47/01*;9/02	11479	4	N43,N50/01;N5,N8,N12, N15,N24,N27,N28,N29, N35/02
121	5	38/01	11316	38	41*,45/01;4,11,13,14,16, 21,25,36,37,40/02	11372	29	40,44,47/01;6,7,9,12,17, 23,27,30,45/02	11480	37	49/01;6,32,35/02
125	7	44/01	11317	29	20*,21,25,37,40/02	11373	42	31*,33,37,40,41,42,45/02	11481	4	42/02*
126	39	44/01	11318	1	N46/01;N6,N7,N12,N21, N29,N46/02	11374	31	45/02*	11484	21	15,16/02
145	16	38/01	11319	30	45/01;11,13,25,40/02	11375	34	41,42,44/01;4,6,7,8,9,10, 17,23,25,28,31,37,41/02	11485	32	48/01*;15,34/02
211	5	47,48/01	11320	1	N46/01;N8,N9,N28/02	11376	48	9*,13,15,16,21,22,23,25, 25,29,31,40,43/02	11487	19	9/02*
302	1	41,42/01	11321	29	12*,22,28,39,40,41,45/02	11377	4	26*,40/02	11489	33	46*,49/01;11,24/02
310	20	38,42/01	11322	27	46*,48/01;21,22,24,36, 37/02	11378	31	10*,16,18,22,23,25,27, 30,32,40/02	11490	17	46/01;2/02
400	3	38/01;23,26,31,32,33,35, 45/02	11323	59	26*,28,33,37,39,45/02	11379	32	40,44,47/01;6,7,9,12,17, 23,27,30,45/02	11491	33	46/01;2,18,22,28,29,30, 34,37,38/02
401	5	42/01;22,23,26,31,33,35, 45/02	11324	32	22*,24,25,31,33,37/02	11380	42	31*,33,37,40,41,42,45/02	11492	19	9/02*
507	2	45/02	11325	34	19*,21,24,35,37,37/02	11381	31	45/02*	11493	9	N44/01;N11,N24,N39/02
508	2	42/01;15,24,45/02	11326	30	41,43,44,46/01;4,5,6,7,8, 9,10,11,15,16,21,22,24, 25,31,33,36,37,47/02	11382	39	46/02*	11494	8	N44/01;N11,N12,N24, N39/02
509	4	14/02	11327	30	41,46/01;5,7,10,11,16,21, 22,24,28,37/02	11383	49	19*,22,27,30,32/02	11495	16	19/02*
513	6	40,45,48/01;5,17,38/02	11328	22	46/01;6,7,9,10,21,36,37, 39,47/02	11384	32	42/01;1,3,10,18,22,30, 32/02	11496	9	N44,N49/01;N6,N32, N35/02
514	6	40/01	11329	34	12*,21,24,36,37,39,47/02	11385	25	23/02*	11498	16	19/02*
520	127	5,8,20,38/02	11330	13	38,40,41,42,43,44,45,47, 48,49/01;4,6,7,8,9,10,11, 12,15,16,17,19,22,23,24, 25,26,28,29,30,31,33,34, 36,37,39,40,41,42,43/02	11386	16	49/01;7,10,17/02	11502	28	44,49/01;11,02
521	11	5,17/02	11331	18	44/01*;11,17,23/02	11387	32	2*,7,8,11,18,23,28,33, 37/02	11503	39	38*,39,43/02
522	87	14,18/02	11332	28	42*,43/02	11388	16	49/01;7,10,17/02	11505	1	41,50/01;4,11,16,18,26, 28,31,34,40/02
523	8	5,17/02	11333	1	N46/01;N28/02	11389	32	2*,7,8,11,18,23,28,33, 37/02	11506	39	40,46/01;5,12,18,25,32, 35,39/02
524	12	14,18,47/02	11334	66	38,42,44,45,46,47,48, 49/01;4,5,6,7,8,9,10,11, 12,13,14,15,16,17,19,22, 23,24,25,26,27,28,29,30, 31,32,33,34,35,36,37,39, 40,42,43,45,47/02	11390	22	23*,27,33,34,37/02	11507	30	49/01*;1,24,34/02
525	3	14,18/02	11335	38	44,45,48/01;6,7,9,10,11, 12,16,18,21,22,23,24,28, 30,31,34,36,37,39,43/02	11391	22	45/01;1,6,8,18,23,33, 34/02	11509	27	12*,20/02
526	10	39/01;7,9,12,18,47/02	11336	51	40/01;7,11,14,17,21,23, 24,30,37,43/02	11392	6	2,10,34/02	11510	18	42/01*;34/02
530	30	22*,26,37,38,40/02	11337	36	47/01*;7,17,21,23,37, 40/02	11393	20	5*,7,8,11,18/02	11511	16	12/02*
531	21	18*/47/02	11338	34	45*,47,51/01;5,7,10,12, 13,16,17,19,24,28,30,38, 40,43,47/02	11394	19	45/01*;8,23/02	11512	58	10,15,16,18,20,26,28,31, 34,40/02
532	17	40,44/01;5,17,38/02	11339	18	44/01*;11,17,23/02	11395	22	23*,27,33,34,37/02	11513	23	38,49/01;4,18,32/02
540	16	42/01	11340	66	38,42,44,45,46,47,48, 49/01;4,5,6,7,8,9,10,11, 12,13,14,15,16,17,19,22, 23,24,25,26,27,28,29,30, 31,32,33,34,35,36,37,39, 40,42,43,45,47/02	11396	18	15*,27,32,35,43/02	11514	26	37*,40/02
550	7	42/01;18,24,45/02	11341	38	44,45,48/01;6,7,9,10,11, 12,16,18,21,22,23,24,28, 30,31,34,36,37,39,43/02	11397	18	15*,27,32,35,43/02	11515	17	10/02*
601	4	14/02	11342	51	40/01;7,11,14,17,21,23, 24,30,37,43/02	11398	17	7*,18,24,37/02	11516	29	7*,18,24,37/02
602	6	12,47/02	11343	36	47/01*;7,17,21,23,37, 40/02	11399	18	15*,27,32,35,43/02	11517	17	46*,49/01;32/02
603	6	47/02	11344	34	45*,47,51/01;5,7,10,12, 13,16,17,19,24,28,30,38, 40,43,47/02	11400	21	15,23/02	11518	32	39/01;6,15,16,32,35, 43/02
604	5	39/01;12,18/02	11345	30	10,12,16,40/02	11401	26	1,5,20,39,42/02	11520	40	31*,39,40,44,46/02
605	4	39/01;9,12/02	11346	33	42*,43,47/02	11402	17	21,24,36,42/02	11521	26	15*,17,32,35/02
606	1	39/01;9/02	11347	19	46*,48/01;23/02	11403	34	31/02*	11522	19	45/01*
607	1	39,42/01;7,22/02	11348	40	38*,42/02	11404	18	15*,27,32,35/02	11523	21	15*,17,32,35/02
621	5	39,42/01;7,22/02	11349	24	15/02*	11405	27	15/02	11524	45	13*,16,21,32,35,43/02
622	9	39/01;9,12,14,20,47/02	11350	24	40/02	11406	11	40/01	11525	6	N38,N43,N45,N48/01; N2,N12,N14,N17,N19, N23,N39,N40,N44, N46/02
623	9	14,47/02	11351	37	40/01;5,6,8,9,10,11, 12,15,16,19,22,27,28,30, 33,36,37,38,40,47/02	11407	12	31/02*	11527	16	47/01;12,37/02
624	3	22/02	11352	35	2*,5,6,7,8,12,14,16,17, 22,24,26,27,37,38,39, 40/02	11408	27	15/02	11531	21	31/02*
632	8	15,24,45/02	11353	2	21*,24,25,26,35,38,43, 45/02	11409	21	47/02*	11532	20	15*,37/02
703	4	41/01;46/02	11354	23	47/01*;5,6,8,12,15,16,19, 22,27,28,33,37,38,40, 47/02	11410	24	21/02*	11534	31	2*,9,13,14,32/02
705	3	41/01;12,46/02	11355	2	21*,24,25,26,35,38,43, 45/02	11411	32	12/02	11535	12	12*,25,46/02
706	4	41,43,44/01	11356	34	42*,45/01;9,11,12,13,28, 29,39,40,42,45,47/02	11412	33	42*,45,46/01;13,36/02	11536	15	19*,40/02
800	4	40/01;17/02	11357	35	36*,37,40,42/02	11413	35	38/02*	11537	33	7*,8,9,13,17,20,23,31,32, 33,39,40,42,44/02
803	1	8,17/02	11358	51	23*,24,26,27,31,39,42/02	11414	34	46/02*	11539	18	48/01;2,9,39,44/02
1113A		1,5,20,39,42/02	11359	11	22*,26,39/02	11415	30	50/01	11541	32	48/01;1,2,8,13,18,20,21, 30,39,44,47/02
1114A		9*,11,23,39/02	11360	39	41,47/01;5,6,7,10,12,13, 14,16,17,18,22,23,24,28, 29,31,33,34,35,36,37,39, 40,42,43,45,47/02	11416	30	42,45/01;36/02	11542	15	39/02
1115A		41,47/01;5,6,7,10,12,13, 14,16,17,18,22,23,24,28, 29,31,33,34,35,36,37,39, 40,42,43,45,47/02	11361	34	42*,45/01;9,11,12,13,28, 29,39,40,42,45,47/02	11417	35	38/02*	11543	22	45/01;13,18,29,39/02
1116A		38,42,44,45,46,47,48, 49/01;4,5,6,7,8,9,10,11, 12,13,14,15,16,17,19,22, 23,24,25,26,27,28,29,30, 31,32,33,34,35,36,37,39, 40,42,43,45,47/02	11362	35	27*,5,6,7,8,12,14,16,17, 22,24,26,27,37,38,39, 40/02	11418	34	42*,45/01;24,44,46/02	11544	37	36/02*
1117A		28*,30,31,37,39,40,41, 42,45/02	11363	23	47/01*;5,6,8,12,15,16,19, 22,27,28,33,37,38,40, 47/02	11419	34	42,45/01;13,36/02	11545	60	45*,47/02
11004	7	38,41,42,43,49/01;4,7,8, 9,10,11,12,13,15,16,18, 22,26,28,31,37,39,40,42, 43,45,47/02	11364	24	37*,40/02	11420	26	1,5,20,39,42/02	11547	35	22*,25,29,30,37,47/02
11005	30	28*,36,39,40/02	11365	34	42*,45/01;9,11,12,13,28, 29,39,40,42,45,47/02	11421	35	38/02*	11548	38	47/02*
11009	36	2*,5,12,19,23,24,32,35, 44/02	11366	34	42*,45/01;9,11,12,13,28, 29,39,40,42,45,47/02	11					

SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12210	35	22*,28,43/02	12350	57	39/02*	13290	34	44,45/01;2,10,20,36,40, 43/02	14756	N41/01*	
12211	40	15*,27,28/02	12352	29	9*,12,34/02	13292	36	20*,36,40/02	14757	N41/01*	
12214	43	43/01;5,11,12,23,26,27, 42/02	12354	39	9*,12,14,22,28,33,37, 45/02	13293	33	26*,29,43/02	14758	N41/01*	
12216	27	47/02*	12358	19	46/02*	13295	10	42/01	14759	N41/01*	
12221	72	47/01*;1,2,5,7,11,23,31, 33,34,43,46,47/02	12363	39	41/01;2,3,14,18,28,44/02	13296	25	43/02	14761	29	41/01**
12222	42	13*,27,30,33,34,38,43, 44,46/02	12364	33	20*,22,28,44,47/02	13298	10	43/02	14762	28	41/01**
12224	22	34,39,43,46,47/02	12365	26	41/01;2,18/02	13301	20	41/01;1,9,25,33/02	14763	30	41/01**
12226	16	28*,30,31,47/02	12366	27	3,14/02	13302	21	3*,8,9,20,25,41/02	14764	28	41/01**
12228	29	43/02*	12367	23	18/02	13303	11	41,42/01;1,8,9,20,25, 41/02	14765	30	41/01**
12229	58	40/01;5,10,14,21,23,31, 35,44,46/02	12368	26	42/02*	13305	28	1,8,25,40,41/02	14766	30	41/01**
12231	26	9*,14,31,35,46/02	12369	25	31*,44/02	13307	10	52/01*	14767	19	41/01**
12233	34	40/01	12370	18	39/02*	13308	11	14,40/02	14769	N31/02*	
12235	29	12*,30,31,47/02	12371	22	40/01;28,47/02	13309	28	42/02*	14772	17	1*,15/02
12237	26	14,27,47/02	12372	31	45*,47/02	13310	9	19/02*	14773	16	15,19/02
12238	37	46/02*	13000		N38,N41,N42,N52/01; N8,N11,N12,N13,N21, N52/02	13312	20	40/01;5,21,36/02	14775	N31/02*	
12241	21	9*,14,16,34,44/02	12373	14	50/01*	13313	19	40/01;21,25,41/02	14776	N31/02*	
12243	13	5/02	12375	21	22/02	13315	11	19/02*	14777	N31/02*	
12245	60	12*,14,15,27,30,33,38, 46/02	12377	14	22,25,37/02	13318	18	38*,41/02	14782	24	21,22/02
12248	39	18*,30,33,40/02	12401	7	31*,47/02	13321	8	40/01	14785	16	22/02
12251	23	10,35/02	12402	8	31*,33,47/02	13322	9	19/02*	14786	13	5*,24/02
12252	23	45/01;5,33,34/02	13000		N38,N41,N42,N52/01; N8,N11,N12,N13,N21, N52/02	13324	13	5,41/02	14800	9	40/01;19,23/02
12253	42	9*,33,38,42,46/02	13003	45	41,42,43,44,47,52/01;2,8, 11,12,13,19,21,23,25,36, 37,42/02	13326	12	41,43/02	14802	30	40,47/01
12254	43	38*,43,44/02	13200	33	13*,25,37/02	13326	3	39/02*	14804	24	20/02*
12255	15	13*,44/02	13201	10	N38,N42,N43,N44,N47, N52/01;N13,N25,N37/02	13326	4	13/02*	14805	23	40/01
12256	13	19*,33,44/02	13203	12	52/01;37/02	13326	5	38/01;21,35/02	14806	23	40/01
12261	28	37*,44/02	13204	12	13/02	13326	8	45/01	14810	4	40/01;19/02
12263	51	38/02*	13205	36	38,41,44,51/01;9,12,37, 42,45/02	13326	13	25/02	14811	16	47/01
12264	28	38/02*	13209	23	41,44/01;14,37/02	13326	14	5/02	14812	3	19/02
12266	27	30/02	13211	13	9,21,23,47/02	13326	15	33,36,39/02	14813	20	24/02
12268	10	22/02*	13212	34	38/01;9,12,21,23,45, 47/02	13326	16	40/02	14815	22	47/01
12270	31	50/01*;3,5,8,14,21,27, 36/02	13213	39	38,42/01;8,45/02	13326	17	41/01;21/02	14816	23	40/01
12272	29	26*,27,36,45/02	13214	27	34*,45/02	13326	18	41,43/01	14820	18	31*,35,38,39/02
12273	53	26*,31,36,45/02	13215	17	44,51/01;9,14,45/02	13326	19	38/01;21,35/02	14822	30	40/01
12277	31	37/02*	13216	1	N12/02	13326	20	41/01;18,23,39/02	14823	29	45/02
12278	72	26*,36,45/02	13217	14	46/01;14/02	13326	21	41/01	14824	25	24/02
12280	3	37*,43,45,46,47/02	13218	38	39,42/01;11,29,42,45/02	13326	22	23,39/02	14826	26	46/01;21/02
12281	49	50/01;15/02	13219	12	49/01*;14/02	13326	23	46/01;21/02	14829	5	46/01;21/02
12282	33	31*,44/02	13221	53	41/01*;2,4,15,29,44/02	13326	24	47/02*	14830	29	41/01;18,23,39/02
12283	24	3,5/02	13223	36	2*,15/02	13326	25	7,20,24,26/02	14832	33	41/01;7,21,24,37/02
12285	34	40/01;27,39,43/02	13224	36	7*,44/02	13326	26	41/01;24,37/02	14833	25	7,20,26/02
12286	28	40/01;2,0/2	13226	5	42/01;2,4,5,44/02	13326	27	43/01;39/02	14835	31	43/01;39/02
12287	17	2/02	13227	13	42/01;2,4,5,4/02	13326	28	42/02*	14836	27	42/02*
12288	19	40/01;2,27/02	13229	27	43/01*;11,17,39,42, 45/02	13326	29	46/02*	14837	27	26/02*
12289	47	40/01;39/02	13230	45	39/01;11,39,42,45/02	13326	30	41*,47/01;33/02	14838	2	35,37,38,45/02
12300	42	43,44,50,52/01;17,18,19, 28,29,37,39,42,45/02	13232	4	11,39,42/02	13326	31	44/01;7,21,24,37/02	14839	35	44/01;7,21,24,37/02
12301	21	N20*,N28,N29,N37, N39,N42,N45/02	13233	16	39,42,49/01;17/02	13326	32	45*,46/01;24,37/02	14842	12	41/01*;4,18,23,39/02
12304	42	28*,42/02	13235	5	17/02	13326	33	41/01;2,24,31/02	14843	22	23,39/02
12311	41	46/01*;2,4,15,18,28,31, 42/02	13236	29	45/02	13326	34	41/02*	14844	31	4,18/02
12312	51	45/01*;4,5,8,9,18,21,27, 31,33,42,43/02	13238	14	42,49/01	13326	35	41/01	14845	26	4,18/02
12313	48	46/01*;5,9,14,18,21,27, 31,33,43/02	13241	15	21*,34,42/02	13326	36	41/01	14846	11	42/01;18,23,24,39,40/02
12314	30	46/02*	13244	39	22/02*	13326	37	41/02*	14847	30	24,40/02
12316	28	44/01*;11,26,27,37,39, 42,45,46/02	13246	36	41/45/01;11,18,20,26/02	13326	38	43/01	14848	56	9*,23,24,31/02
12317	31	15*,26,37/02	13250	17	28*,36,43/02	13326	39	44/01;21/02	14850	51	21*,23/02
12318	40	43/01;19,39,45/02	13252	4	11,39,42/02	13326	40	45*,46/01;24,37/02	14852	44	9*,20,23,25,26,37,37/02
12323	23	43,48,50/01;19,40/02	13253	16	39,42,49/01;17/02	13326	41	44/01;24/02	14853	13	21*,23,24,25,26,31,37/02
12324	29	48,50/01;1,18/02	13255	5	17/02	13326	42	45/02	14854	13	44/01;24/02
12326	48	1,12,17,18,27,28/02	13257	38	42,49,51/01;2,4,17,42/02	13326	43	46/02	14860	35	8*,21,24/02
12327	95	19*,20,21,22,28,30,33, 35,37,38,43,45,47/02	13264	103	5,21,36/02	13326	44	47/02	14863	30	5*,10,24/02
12331	29	40,41,43/01;4,15,22, 43/02	13267	30	6*,12,17,19,27/02	13326	45	48/02	14864	26	45*,46/01;24,37/02
12332	21	40,43/01;15,22,43,46/02	13270	59	44,49/01;2,3,5,9,17,19, 33,34,40,43/02	13326	46	49/02	14865	16	43/01
12333	32	46*,47/02	13272	47	41/01;3,11,19,28,40/02	13326	47	50/02	14867	25	6,32/02
12334	64	40,43/01;3,22,27,30,33, 45/02	13274	24	47,49/01;3,5,17,19,27, 45/02	13326	48	51/02	14869	26	9/02*
12335	39	6/02*	13275	27	41,44,47,49/01;2,5,17,19, 27,45/02	13326	49	52/02	14871	2	21/02
12337	22	8,15,20,28,31,45/02	13276	21	19,27/02	13326	50	53/02	14872	3	21/02
12339	43	5/02	13281	17	41/01	13326	51	54/02	14873	2	35/02
12341	25	22/02*	13283	18	49/01;11/02	13326	52	55/02	14880	30	33/02
12343	18	37/02*	13285	10	49/01;11/02	13326	53	56/02	14881	31	28*,33/02
12345	10	42/02*	13286	29	39*,40/02	13326	54	57/02	14883	42	6,17,23/02
12347	29	43/01;25/02	13287	11	48/01	13326	55	58/02	14885	20	41/01*
12348	33	25/02	13288	40	41,44/01;2,9,11,15*,20, 23,29,36,43/02	13326	56	59/02	14886	10	8/02
12349			13289			13326	57	60/02	14890	13	17,24,31/02
12350			13290			13326	58	61/02	14892	28	24,25,31/02
12351			13291			13326	59	62/02	14893	22	41/01;8,23,32/02
12352			13292			13326	60	63/02	14894	25	41/01;5,17,31,32,46/02
12353			13293			13326	61	64/02	14895	29	43,47/01;31,35,37/02
12354			13294			13326	62	65/02	14897	25	2*,13,17/02
12355			13295			13326	63	66/02	14898	17	41/01;13/02
12356			13296			13326	64	67/02	14899	22	25,31/02
12357			13297			13326	65	68/02	14901	20	41/01*
12358			13298			13326	66	69/02	14912	16	43,46/01

SECTION I

NM 47/02

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
14926	9	43,47/01;18,31,32,35, 37/02	16660	28	46/01*;7,13,22,25,29, 42/02	17525	N8/02		18473	6	40,49/01;4,6,8,12,22/02
14927	24	21*,31,32,35,37/02	16661	6	40/01*	17528	N8,N43/02	18474	7	45/02*	
14928	20	47/01;31,37/02	16662	6	41/01*;3,22,29/02	17541	3	8,43/02	18476	4	38,40,42,49/01;1,6,7,12, 17,22,32,39/02
14929	23	18,31,32/02	16663	6	43/01;3,7,13,22,25,29, 42/02	17542	6	47/02	18477	5	46/01*;4,12/02
14930	24	46/01;45/02	16665	7	43/01;7,13,22,25,29, 42/02	17545	13	9,43,47/02	18480	28	28*,40,P44,45,47/02
14931	24	35/02*	16680	10	47/01;6/02	17546	22	9,13,42,43,47/02	18484	10	52/01;28,40/02
14932	22	42/01;32/02	16681	10	37/02*	17548	28	43,45/01	18485	14	52/01;15,28,40,P44/02
14933	24	35*,37/02	16682	14	47/01;6/02	17549	6	43/01;13,47/02	18500	28	19*,22,32,39/02
14934	26	4,6/02	16700	27	21/02*	17550	4	15,42,43,P44,45,47/02	18502	84	30*,32,39,42/02
14935	21	43/01;17/02	16701	18	21/02*	18000	8	18,45/02	18504	64	47,48/01;18/02
14937	23	42/01;13,17/02	16702	27	21/02*	18002	6	N1,N8,N45/02	18520	24	42/01;10,33,39/02
14938	23	43/01	16704	13	52/01*	18003	18	41,48/01;10,26,33,38,39, 40,P44,45,47/02	18521	69	34*,39/02
14942	25	35/02	16705	19	5/02*	18005	4	N6,N8,N20,N34/02	18523	53	49/01*;3,7,10,12,15,25, 26,33/02
14961	11	39/01	16707	10	1*,34,37/02	18007	31	42,46,47/01;6,10,14,20, 26,33,34,37,38,39,40, 47/02	18524	33	18*,26,28,31,33/02
14962	19	47/01	16708	25	52/01*,37/02	18008	7	N42,N46,N47/01;N6, N10,N14,N20,N26,N33, N34,N37,N38,N39,N40, N47/02	18525	33	39,45/01;4,7,11,14,15,28, 31,33/02
14965	20	43/01	16760	10	43/01	18009	2	N34/02	18526	55	48/01;4,7,11,15,16,28,31, 33/02
14967	22	10/02	16762	9	26/02*	18010	20	42,46,47,48/01;6,33,34, 37,38,39,40/02	18527	21	42/01;16,31/02
14970	25	6,40,46/02	16769	22	15/02*	18020	36	1,6,8,20,34,37,45/02	18528	9	44,48/01;31/02
14972	25	41,45/01;21/02	16771	2	15/02*	18022	33	13*,23,34,37,45/02	18531	20	7*,11,26,31,34/02
14974	24	40/01;32/02	16773	2	13/02*	18024	42	38,39,40/01;4,6,10,11,15, P44/02	18532	20	7/02*
14975	32	43/01;21,24/02	16774	9	47/01;46/02	18040	2	N34/02	18541	8	21/02*
14984	9	18/02*	16776	10	43/01	18040	20	42,46,47,48/01;6,33,34, 37,38,39,40/02	18558	37	19*,39/02
14999	14	41/01**	16779	9	26/02*	18040	36	1,6,8,20,34,37,45/02	18561	11	42,43,45,52/01;10,33, 39/02
15562	N41/02		17003	4	8,9,47/02	18041	12	5/02	18580	21	49/01*;10,26,33,38, 39/02
15744	N30/02		17005	10	38/01;8,9,11,41,45,47/02	18042	22	4/02	18581	16	38,42,43,45,49,52/01;4, 33,39/02
15880	N41/02		17008	12	8,13,43/02	18043	21	4/02	18583	38	42,43/01;4,7,31,33,42/02
15926	N9/02		17300	29	1*,46/02	18046	5	44,47,48/01;5/02	18584	47	45*,48/01;7,30,39/02
15954	N47/02*		17302	18	21/02*	18047	5	47,48/01;4,8/02	18587	68	46/01*;7,11,14,25,30,33, 39,42/02
16003	16	18/02*	17303	9	15,37/02	18048	4	47,48/01	18588	36	42,43,48/01;32,33/02
16004	11	52/01;9/02	17316	20	28/02*	18049	8	44,47/01;11/02	18600	14	15*,33,37,38,40/02
16005	9	52/01	17320	15	15/02	18049	9	N42/01	18601	13	6/02
16006	33	40,47/01	17323	10	49/01	18049	12	47,48/01;43/02	18602	11	43,49/01;26,32,33/02
16011	35	5,38/02	17324	13	49/01	18046	5	44,47,48/01;5/02	18603	15	37,40/02
16012	21	45/01;38/02	17326	13	49/01	18047	5	47,48/01;8/02	18620	23	35/02*
16013	28	44/01;17,22,29/02	17327	20	49/01;1/02	18048	4	47,48/01	18622	52	49/01;26,28/02
16016	19	43/01	17330	7	15/02	18049	8	44,47/01;11/02	18623	11	42*,47/01;34/02
16041	8	13/02*	17331	7	46/01	18049	9	N42/01	18626	15	37/02
16042	7	39/02*	17360	32	47/01*;44/02	18049	10	43,45/01	18640	24	13,15,24/02
16043	7	52/01	17372	10	2/02	18049	15	43/01	18643	16	24/02
16044	7	52/01	17375	20	45/01	18049	18	43,45/01;8/02	18645	24	41/01;15,19/02
16045	7	52/01	17379	1	15*,20/02	18049	8	39,45,47/01;5,13,42/02	18649	62	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36,38, 41/02
16046	6	52/01	17381	10	13/02*	18049	6	10,P44/02	18650	51	28*,33,38,41/02
16061	8	19*,27,37/02	17382	14	44/02	18049	11	47/02	18651	41	12/02
16062	7	52/01	17383	1	31/02*	18049	1	13/02	18652	31	2*,8,11,18,19,20,23,26, 27,30,33,38,41/02
16063	7	52/01	17384	7	50/01;44/02	18049	44	20*,26,P44/02	18653	9	43,45,46/01;3,8,11,15,19, 36,38,41/02
16064	6	52/01	17385	13	44/02	18049	32	39,40,43,47/01;4,5,6,7,8, 9,15,17,26,32,39,P44/02	18654	42	28*,38/02
16065	6	52/01	17400	16	47/01;14,15,36/02	18049	12	5/02	18655	58	10*,19/02
16066	6	52/01	17402	10	46/02*	18049	21	35/02*	18656	52	38,39,41,42/01;1,19,23, 26,27,30/02
16067	7	52/01	17403	13	52/01*	18049	9	19/02*	18657	18	38,42/01;19,26,27,30/02
16081	6	52/01	17409	10	39/02*	18049	8	40/01;4,P44/02	18658	29	23,26,27/02
16082	6	52/01	17412	2	12/02	18049	7	28/02*	18659	14	39/01;1,26,30/02
16101	6	1/02*	17413	2	42/01;13,14,43/02	18049	5	30*,P44/02	18660	1	39,44/01;30/02
16206	7	45/01;2/02	17414	3	41/02	18049	4	40,42/01;5/02	18661	26	39,41,44/01;23,27,30/02
16220	5	6/02	17416	3	13/02	18049	4	5,15,P44/02	18662	20	39/01;30/02
16322	7	46/01	17420	26	47/01*;14,36,37,42, 43/02	18049	4	39,43/01;15,26,P44/02	18663	4	44/01;23,27/02
16338	3	43/01	17421	1	14/02	18049	25	38,40,42,47,49,50/01;1,4, 6,7,9,12,15,17,22,33,39, P44/02	18666	1	9*,26/02
16363	12	38/02*	17425	6	18/02*	18049	17	38,50/01;15,17/02	18668	30	47/01;15/02
16380	13	48/01;13,17/02	17426	13	37/02	18049	42	30*,32,39/02	18685	31	47/01;25/02
16382	10	48/01;13,17/02	17427	7	11,12,14,16/02	18049	15	7,8,17,39/02	18700	21	8,34,36,37/02
16435	5	27/02	17429	2	N38/02*	18049	15	7,8,17,39/02	18703	24	13*,36,37/02
16440	13	37/02	17430	10	50/01	18049	29	38,40,42,48,49,50/01;1,4, 6,7,8,12,15,17,22,28,32, 33,39/02	18704	12	37/02
16441	7	37/02	17434	11	11/02	18049	17	38,50/01;15,17/02	18720	31	45,47/01;1,8,23,35/02
16442	6	3,37/02	17437	8	14,16/02	18049	15	4,6,8/02	18721	11	8,35/02
16460	15	45/01	17438	12	42/01;10,12,14,16/02	18049	15	4,6,8/02	18722	3	8/02
16471	11	45/01	17443	12	8,10/02	18049	26	4,11,27/02	18723	3	8/02
16475	9	45/01	17444	4	10,12/02	18049	32	45*,48,50/01;12,15,17, 33/02	18725	26	41,45,47/01;4,8,23,35/02
16480	10	38/02	17445	2	42/01;12,16/02	18049	17	38,40,42,48,49,50/01;1,4, 6,7,8,12,15,17,22,28,32, 33,39/02	18740	39	42*,51/01;1,8,16,20,23, 34,37,45/02
16521	5	27/02	17460	11	11/02	18049	5	N38,N40,N42/01;N1,N7, N17,N22,N32,N39/02	18741	18	N41,N51/01;N1,N25, N45/02
16531	7	18/02*	17471	15	N15/02	18049	15	38,41/01	18744	30	37/02
16566	10	17/02	17480	4	8,15,43/02	18049	15	38,41/01	18745	22	37/02
16568	12	39/02*	17485	4	16/02	18049	23	42,48,50/01;28,38/02	18746	34	7*,20,23,34/02
16575	1	39/02	17489	19	8,43/02	18049	4	N41/01	18747	38	7*,10,16,18,20,23,25,27, 40/02
16576	3	42/02	17491	3	8,02	18049	5	N17,N22,N39/02	18748	40	40,49/01;18,20,23,25,27, 28/02
16580	11	42/01*;39/02	17495	2	8,43/02	18049	17	38/01	18749	38	7*,10,16,18,20,23,25,27, 40/02
16590	10	38/02*	17503	4	11,43/02	18049	19	42/01;12/02			
16596	12	39/02*	17506	N8/02		18049	9	12,15/02			
16598	9	43/02	17513	N42,N46/01;N8,N11, N42,N43/02		18049	14	38,40,42,48,49,50/01;1,6,7,17, 22,32,39/02			
16599	6	47/01;16,43/02	17515	7	42,46,47/01;8,11,12/0						

SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
18751	42	7*,10,16,20,25,27,40/02	22032	20	46/01	22436	2	39/02	24292	4	44/01,36/02
18754	16	44/01,36/02	22036	28	18,47/02	22471	31	38/01,18,44/02	24293	6	6,32,36/02
18755	10	1/02	22050	4	19/02	22481	35	45/01,43,44/02	24294	22	6,36/02
18758	6	35/02*	22051	18	28/02	22482	16	44/02	24311	4	27/02
18760	6	N41,N43,N51/01;N1,N8, N16,N23,N34,N35, N45/02	22052	6	28,46/02	23000	5	48/01,18/02	24312	4	27/02
18761	2	N41/01;N20/02	22080	3	52/01,20,32/02	23010	4	27,38/02	24319	1	46/01
18762	15	41/01;20/02	22082	4	4,17,19/02	23023	4	27/02	24320	4	46/01;27,28,34,43/02
18763	9	41/01;20/02	22090	2	38/01;30,32,43/02	23102	6	50/01	24322	6	28,34/02
18765	15	18*,25,45/02	22100	3	52/01,20,32/02	23115	3	27/02	24350	2	31/02
18766	7	41,51/01;25,45/02	22101	19	52/01,16,20,32,43/02	23121	7	48/01,30/02	24370	1	34/02
18768	4	N41,N51/01;N25,N45/02	22111	4	32/02	23122	8	23,30,33/02	24375	2	34/02
18769	2	N41/01;N1,N20/02	22112	3	38/01;23,25,30,32,43/02	23123	3	30/02	24376	1	52/01
18772	46	41/01;20,25/02	22113	8	23,25,30/02	23124	3	N48/01;N30/02	24380	2	35/02
18773	38	42/01*;4,8,18,20,23, 25/02	22114	5	16,32,42,43/02	23125	4	30/02	24388	2	35/02
18774	10	35/02*	22120	3	46/01*;8,18,23,30,34,36, 39,41,43/02	23126	6	N24/02*	24404	8	14,21,26,35,44/02
18775	2	N41/01;N20/02	22121	9	39,43/01;1,6,8,17,23,30, 34,36,44/02	23127	4	N24/02*	24405	10	14,26,35,36,44/02
19002	9	N42,N44/01;N23,N25, N37/02	22124	2	46,52/01;17,34/02	23128	4	N24/02*	24406	30	20,26/02
19004	36	46/01*;23,25,35,37/02	22125	1	40/01;18,36/02	23129	2	N24/02*	24408	21	4,14,36,44/02
19007	16	42/01	22126	1	36/02	23131	7	50/01,26,31/02	24410	2	21,44/02
19008	4	42/01	22130	2	1,44/02	23141	7	34/02	24423	2	6,8/02
19009	4	42/01	22138	2	52/01;8,18,41,44/02	23142	10	51/01	24430	5	39/02
19010	17	45/02*	22140	2	52/01;1,4,30,34,36,44/02	23145	3	40,42/01	24431	14	39/02
19013	16	44/01;25/02	22142	2	38,52/01;1,39,41,43/02	23150	10	48/01;1,20,37/02	24444	2	6/02
19320	16	23,27,35,37/02	22143	3	39,52/01;6,8,17,41/02	23152	3	37/02	24450	3	6/02
19324	22	27,35/02	22145	2	N41/02	23153	8	52/01,20,31/02	24452	7	16,26/02
19327	10	23/02	22160	2	4,30,34,39,41/02	24000	39	51/01;27,29/02	24460	4	15,17,39,47/02
19330	9	6/02*	22170	3	13*,30,39/02	24004	36	40,46/01;5,7,29,30/02	24462	5	15,47/02
19339	1	N25,N35/02	22172	7	41/01;8,10,17,27,30, 39/02	24008	42	40/01;7,02	24463	6	24,39/02
19340	26	25,35/02	22173	35	45,52/01;8,17,30,39/02	24012	40	6/02	24465	6	15,23,33,47/02
19341	9	7/02*	22180	2	30,34/02	24016	53	48,51/01;30,39/02	24469	1	20,46,47/02
19347	17	25/02	22181	16	17,27,37,39,41/02	24020	47	46/01;27/02	24470	4	28,39,47/02
19350	11	27/02	22182	6	7,8,30,34/02	24028	6	42/01*;23/02	24471	8	28,47/02
19351	9	25/02	22183	3	39/01;20/02	24050	11	38,42,51/01;27,31,34, 38/02	24480	1	38/01;14,17,25,27,41,44, 45/02
19357	22	42/02*	22190	2	30/02	24052	15	48,50/01;31,37,38/02	24482	2	24/02
19358	20	28/02*	22195	2	14,16/02	24053	16	48,50/01;24/02	24483	2	48/01;20,24/02
19360	1	N37/02	22205	2	42,45/01;20/02	24055	6	37/02	24484	3	24/02
19366	36	13*,31/02	22221	20	42,45/01;20/02	24057	4	31,38/02	24490	3	52/01;24,31/02
19367	37	22,31/02	22222	1	45/01	24058	2	31,32,37,38/02	24491	3	31/02
19369	5	22,31/02	22250	2	42/02	24060	2	51/01;34/02	24492	20	31,46/02
19379	1	N44/01;N25/02	22259	4	40/01;20/02	24080	5	29/02	24501	3	52/01;14,17,27/02
19380	14	44/01;25/02	22262	3	46/01	24091	6	43/01;26/02	24502	6	46/02
19381	8	25/02	22263	1	45/01	24092	14	26/02	24504	7	38,52/01;17,41,45,46/02
19385	7	20/02*	22264	2	40,45/01;20,42/02	24100	5	27,29/02	24508	2	38,52/01;17,18,19,41,45, 46/02
19387	9	N25/02	22275	3	40,45/01;20,42/02	24110	3	27,29/02	24510	2	47/01;20,42,46/02
21005	5	45/02	22282	17	19/02	24120	9	47/01	24512	3	38/01;25,29,44,46/02
21008	62	39,42,43/02	22283	3	N19/02	24121	10	47/01	24513	18	46/02
21014	72	38,45/01;42/02	22290	4	40,45/01;20/02	24130	14	40,47,48/01;24,29/02	24517	2	18,19,46/02
21017	50	23,41/02	22293	15	40,45/01;20/02	24131	8	48/01	25001	7	42/01*;9,12,17,19/02
21020	42	23,41/02	22313	2	44/02	24132	13	10/02	25017	5	41/01;9,12/02
21021	3	45/02	22314	1	44/02	24140	18	46/01;4,32/02	25018	9	N42*,46/01;9,12/02
21023	41	38/01;5,34/02	22331	2	N39/01	24149	1	32/02	25400	1	23,26,35/02
21026	47	38/01;5,13/02	22341	9	1,19,43/02	24150	27	40,46/01;6,27,29,30, 32/02	25480	1	47/01;20,42,46/02
21033	46	52/01;14,20,32/02	22342	9	19/02	24151	4	29,32/02	25481	25	47/01;4,26/02
21120	27	47/02	22343	1	N45/01;N1,N19,N43/02	24152	2	30/02	25482	16	47/01
21121	18	47/02	22344	5	N42/02	24153	6	10,30/02	25483	20	52/01
21122	5	47/02	22345	11	42/02	24154	12	10/02	25484	23	11/02*
21140	1	45/02	22347	5	N19/02	24156	2	22/02	25485	45	23,26/02
21141	23	38/01	22351	1	N45/01;N43/02	24159	1	27/02	25487	2	23,26/02
21160	1	45/02	22352	6	39/01	24160	21	40,43/01;6,27,28/02	25524	43	49,51/01;11,33/02
21161	19	43/02	22361	2	N7/02	24161	11	48,49/01;11,27,42/02	25526	2	49,51/01;11,19,33/02
21182	34	1,39/02	22371	5	46/01;7/02	24162	9	39,48/01;1,4,11,22,27, 42/02	25527	31	51/01;11,33/02
21301	13	1/02	22375	1	N19/02	24164	6	10,27/02	25528	5	21,42/02
21342	28	41,44/02	22379	1	N46/01	24171	19	43/01	25550	2	17,19,24/02
21384	3	23/02	22381	2	N19,N43/02	24180	15	48/01	25563	50	17,33/02
21401	20	40/01	22395	2	4,19,42/02	24182	19	43/01	25565	7	33/02
21441	27	47/01;1,34,44/02	22403	1	N45/02	24186	15	48/01	25566	27	17/02
21483	1	51/01	22404	15	46/02	24200	14	6/02	25567	16	19/02
21489	1	13/02	22406	1	N1/02	24211	7	24/02	25570	3	52/01;19,31/02
21500	1	5/02	22407	1	N1/02	24220	14	27,28/02	25575	4	52/01;4,31/02
21510	1	13/02	22409	4	N45/01;N45/02	24222	3	27/02	25600	47	38/01;24/02
21520	1	5/02	22410	32	4,7,11,43,44,46/02	24223	33	18/02	25601	34	10,17,19,20/02
21521	14	5/02	22411	1	N46/01**	24230	20	48/01;10,18,30/02	25607	4	24,39/02
21529	1	14/02	22412	2	7/02	24233	15	36,43/02	25608	21	10,17/02
21540	36	5/02	22413	1	N45/02	24234	3	30/02	25609	5	46/01;30/02
21563	3	45/02	22418	2	46/01;24,36,44,46/02	24240	5	40,47,51/01;30,39/02	25611	22	46/01
21601	4	14/02	22420	2	46/01	24250	5	40,47,51/01;30,39/02	25613	2	5,14,30/02
21602	1	28/02	22421	4	N4,N7,N11,N43,N44,	24251	23	40,47,51/01;24,34,43/02	25640	40	28/02*
21605	7	19/02	22422	1	N46/02	24252	5	40,47,51/01;30,39,43/02	25641	26	5*,30/02
22004	38	39,52/01;18,20,23,30,32, 34,36,39,41,43/02	22425	2	39/01;7,11,44,46/02	24260	5	34/02	25644	12	38/01;42/02
22008	35	38,45,52/01;1,4,13,18,30, 34,36,39,41,43,44/02	22427	1	N4,N43,N44,N46/02	24270	3	24,27/02	25645	17	15/02*
22012	31	4,14,16,30,34/02	22429	6	44/01	24290	3	44,46/01;36,43/02	25646	7	N38/01;N42/02
22012	31	4,14,16,30,34/02	22433	3	41/01;39,47/02	24291	4	36/02	25649	18	41,45/01;18,30,35/02

SECTION I

NM 47/02

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
25650	33	22*,30/02	28202	22	41,44/02	36046	5	38/02	37137	6	46/02
25663	27	19/02*	28210	2	33,35,39,41/02	36060	17	8,12,16,19,31,38/02	37139	8	18,23/02
25668	18	13*,16/02	28220	2	35,39/02	36061	5	46/02	37140	33	38,48,49/01;1,15,17,19, 21,22,24,27,29,31,35/02
25670	41	26,38/02	28221	18	33,37,39/02	36062	11	40*,46/02	37141	29	38,48/01;20,21,23,36, 40/02
25673	15	28,42/02	28223	4	38,42/01;35,39/02	36081	16	12/02	37145	23	46/02
25677	19	4,21/02	28260	30	40/01;35,37/02	36117	6	18/02	37147	15	38,48/01;13,21,35,36, 40/02
25681	15	41/01;4/02	28261	10	43/01	36120	9	16,19,20,22,31,46/02	37148	13	48/01;17,21,35,38/02
25683	17	45/01;30/02	28263	3	35,37/02	36122	12	16,19,21/02	37149	10	44/02
25687	11	12,15,35/02	28264	3	35,37/02	36123	25	16,19,21,46/02	37150	8	38,48/01;13,16,21,22, 31/02
25689	9	39/01*	28265	3	37/02	36127	5	48/01	37161	14	38,48/01;13,18,21,22,31, 34,43/02
25700	3	8,12/02	28281	32	40/01;36/02	36137	4	38/02	37162	12	11,12,15,16,17,18,26/02
25710	2	8,12/02	28282	2	35/02	36138	3	39/02	37163	19	11,13/02
25720	3	8,12,33/02	28300	1	47/01;23,39/02	36140	12	13,21,22,24,36,41/02	37164	4	15/02
25723	40	8/02	28302	16	51/01;31,33,39,40/02	36142	6	24/02	37165	2	47,48,49/01;1,5,8,9,15, 17,18,20,21,34,36/02
25724	3	8/02	28310	2	23,31,33,35,39/02	36143	4	18,34/02	37166	2	38/01;8,11,12,15,16,17, 18,26/02
25800	3	24,36/02	28320	6	47/01;33/02	36161	10	47/01;13,20,24,34,44,45, 47/02	37170	11	48/01;38/02
25803	16	12/02	28321	36	29/02	36162	10	47/01;13,20,35,45,47/02	37180	20	48/01;21,38/02
25841	9	8,10,24,36/02	28323	2	47/01;27,29/02	36163	13	47/01;20,31,34,35,38,44, 45/02	37182	14	48/01;35,47/02
25842	10	8/02	28325	2	47/01;27,29/02	36180	23	13,17,20,21,22,36,40/02	37183	9	48/01
25845	9	8/02	28330	2	27/02	36181	18	17,20,21,22,36,40/02	37200	15	39,40/01;18/02
25848	25	8/02	29015	5	2,22/02	36182	6	15,20,36,40/02	37202	2	13,18/02
25849	13	8,42/02	29040	3	52/01	37000	22	11,23,28,47/02	37205	2	39/01;39/02
26001	4	38/01	29104	4	47/01	37005	16	17,18,23,41,45,47/02	37221	13	47,48,49/01;1,5,8,9,11, 12,15,16,17,18,20,21,24, 25,27,28,34,36/02
26050	1	47/01;13,34/02	29121	5	32/02	37010	23	38,48,49/01;15,16,17,18, 23,26,41,45,47/02	37222	13	15,27,28/02
26070	2	46/01	29122	5	32/02	37025	26	38/02	37223	14	26,42/02
26081	8	46/02	35000	26	11,13,23,24,47/02	37032	2	9,12/02	37224	11	47/01;15/02
26083	14	29/02	35008	21	43/01;45/02	37033	2	47/02	37226	17	48,49/01;5,9,11,15,16,17, 19,20,21,25,28,30,39/02
26122	29	46/01	35009	19	15,40,41,45/02	37034	2	43/01	37228	14	38/01;5,8,13,21,24,27/02
26125	3	47/01	35011	2	11/02	37041	15	17,20,27/02	37229	15	15,16,17/02
26127	21	47/01;5/02	35016	17	12,29/02	37042	5	17,41,45/02	37230	14	47/01;16,18,24,25,39/02
26128	50	5/02	35031	3	12,22/02	37043	17	13,17,20,43/02	37231	18	38,48,49/01;9,12,15,20, 21,25,28,30/02
26129	11	4,26/02	35032	16	12/02	37044	16	14,45/02	37232	12	12,15,16,21/02
26130	20	47/01	35036	21	1,13,17,19,24,30,36/02	37046	18	21,31,43/02	37234	13	38,47,49/01;1,9,12,15, 20/02
26140	2	8/02	35040	18	50/01;21,45/02	37047	6	14/02	37235	11	15/02
26142	10	8,24,33/02	35041	8	21,35/02	37050	9	43/01;18,26,42,46/02	37241	17	13,16,17,18,26/02
26143	10	8/02	35042	9	21,27,44/02	37060	3	13,17,21,31,46/02	37242	10	13,15,20/02
26145	10	8/02	35044	9	48/01;38/02	37061	15	36,38/02	37244	11	49/01;1,8,11,16,17,18, 26/02
26147	31	8,10,13/02	35047	5	13,35/02	37063	21	7,16,21,28,36/02	37246	14	13,15/02
26148	4	8,13/02	35060	14	18,22,40,41/02	37064	8	17,02*	37248	18	12,39/02
26150	1	47/01	35080	16	18,22,40/02	37065	7	19,02*	37258	4	15/02
26210	2	24,36/02	35086	5	31/02	37073	3	7,21,31/02	37261	10	15,28/02
26220	6	47/01	35099	3	41/02	37075	5	22/02	37264	3	30/02
26229	11	17/02	35100	14	40,45/02	37076	23	18,20,21,28,38,43/02	37265	3	18,24/02
26230	12	43/01;17/02	35101	6	41/02	37078	9	13,28,44/02	37281	15	30/02
26240	7	23/02	35103	5	41/02	37084	9	49/01;20,22,38,40,43/02	37320	16	12,18,26,27,28,38,44/02
26245	16	43/01	35120	13	40,45,47/02	37085	8	38,40/02	37325	8	14,18,34,39,47/02
26259	2	44/01	35141	11	34/02	37086	8	38/02	37326	2	11,12,34,47/02
26260	5	12,24/02	35143	7	34/02	37087	7	38,40/02	37328	2	12,18,42,44/02
26280	7	8,23/02	35155	3	11/02	37089	12	21,28/02	37330	2	22,24,26,30,32,34,38,40, 46/02
26282	6	8/02	35159	3	25/02	37090	8	48,49/01;7,14,27,32, 45/02	37342	3	17,32/02
26284	3	8/02	35163	7	25,44/02	37095	3	43/01;14,17,24,27,30,33, 34,38,40,42,44,45,46/02	37343	10	11,45/02
26290	1	8/02	35166	4	35/02	37098	23	18,20,21,28,38,43/02	37344	11	17,32,34/02
26303	4	13/02**	35167	3	35/02	37098	9	13,28,44/02	37360	15	15,17,27,28,30,32,34, 43/02
26305	4	13/02**	35169	2	35/02	37103	9	12,13,15,27,29/02	37362	6	48/01;12,17,31,43/02
26306	14	8/02	35180	6	38/01	37104	3	12,13,41/02	37363	8	11/02
26308	4	8,15/02	35210	3	40/01;29/02	37106	4	12,13/02	37367	1	38/02
26309	26	8,17/02	35230	3	40/01;29/02	37110	11	6,12,13,15,17,18,19,24, 27,28,29,47/02	37380	2	12,15,17,34,40,42,43, 44/02
26320	5	42,43,50/01;5,8,12,15,24, 27,28,29,35/02	35236	2	7,38/02	37112	1	47/02	37400	10	9,15,28,34,38,40,41,44, 46/02
26327	2	N41/02*	35246	2	38,43/02	37115	2	6,12,13,15,17,18,19,27, 28,29,33,47/02	37401	9	48/01;9,28,32,44/02
26328	2	15/02	35276	3	46/02	37119	2	43/02	37402	7	48/01;28,32,41,42,44/02
26342	19	1/02	35277	3	38,46/02	37120	2	48,49/01;1,12,13,15,19, 24,27,29,39,42/02	37403	23	43,49/01;12,24/02
26344	10	1/02	35279	3	38/02	37121	11	12,13,15,24,27,29,31/02	37420	1	43/01;9,12,34,43/02
26345	6	1/02	35295	3	27/02	37122	12	40/01	37421	8	43/01
27005	4	39/01;5,8,9,12/02	35298	7	27/02	37123	9	19/02	37441	4	43/01;9,12,15/02
27080	4	46/01*;1,5,20/02	35299	9	8,12/02	37125	15	15,19,24,42/02	37443	2	9,12/02
27082	6	38/01;9,18/02	35300	17	12/02	37126	8	15,41/02	37445	1	12/02
27083	39	52/01	35301	6	48/01;12/02	37127	6	39,42/02	37461	9	44/01
27100	2	31/02	35303	7	40/02	37129	4	44/02	37463	6	41,44/01
27120	4	40,44,47/01;41,43,44/02	35308	5	8,12/02	37130	9	19/02	37481	7	47/02
27142	5	43/01	35310	2	12,22/02	37136	6	38,46/02	37501	3	46,47/02
27163	21	9/02	35330	2	4,12,22,38,41/02						
27183	8	5/02	35350	2	7,38,41/02						
27186	8	5/02	35390	2	12/02						
28004	1	47/01;5,20,23,45/02	35400	11	8,12,30/02						
28050	3	13,28,34/02	35402	3	50/01;38/02						
28051	2	38/01	35405	2	50/01;8/02						
28110	2	15/02*	35420	13	12,24,30/02						
28120	1	46/01	35421	14	31/02						
28130	1	46/01	35423	6	31/02						
28162	29	44,47/01;28/02	35424	3	30/02						
28164	17	47/01;28/02	36005	2	6,7,12,13,14,15,17,24,27,						
28165	19	47/01	36010	27	1,8,12,16,19,20,22,24,						
28170	1	38/01;4/02	36015	2	38/02						
28190	2	44,47/01;41,43,45,46/02									

SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
37505	2	46/02	44049	9	38,39/01;18,44,46/02	44461	10	39,51/01;4,6,8,12,16,17, 19,28/02	53066	2	12,33/02
37506	4	45,46,47/02	44050	21	38,39/01;8,18/02	44462	4	39/01;4,6,8,19/02	53081	8	15,21,30/02
38030	1	9,10,20,21/02	44051	1	43/01;44/02	44463	9	39/01;4/02	53082	13	40/02
38040	5	12/02	44057	5	38,48,49/01;8,13,21, 25/02	44465	2	39/01;4,6,8,12,16,17,19, 28/02	53083	8	40/01;18,19/02
38041	1	12/02	44061	21	39,49/01;8,18,21/02	44481	2	39/01;6,26,28,31/02	53084	6	48/01;17,18,24/02
38044		N12/02	44062	8	8/02	51002	7	13/02*	53085	6	17,24/02
38100	4	12/02	44063	8	49/01;13,21/02	51007	22	44/01;38/02	53086	8	20,46/02
38103		N12/02	44064	19	39/01;8/02	51013	4	44/01;38/02	53088	7	33/02
38105		N12/02	44065	7	48/01;5,11,15,16,20,25, 30,42/02	51017	31	46/01;37/02	53090	1	41/02
38460	7	18/02	44066	10	16,20,27,39/02	51022	11	46/01;37/02	53093	2	20/02
38463	2	N18/02	44067	22	39,49/01;5,8,11,16,21,25, 29/02	51100	7	42,43,44/01	53100	16	40,43/01;13,18,19,21,24, 28,33,39,42/02
38480	6	38/01;18/02	44068	11	P49/01;1,11,13,17,18,20, 24,26,44/02	51103	10	29*,33,45/02	53101	7	33/02
38580	8	12/02	44069	16	P47,P49/01;1,5,9,11,13, 16,18,20,21,24,29,31/02	51104	1	29*,33,45/02	53104	2	20,35,42/02
38603	2	4,17,21/02	44070	7	49/01;9/02	51109	5	44/01	53105	20	37/02
38610	1	20/02	44071	4	9/02	51120	6	44/01	53106	6	19*,20,24/02
38670	2	9/02	44072	4	5,21/02	51135	1	38,44/01	53107	16	35/02
38683	3	9/02	44073	2	5,21/02	51142	2	38/01	53110	1	29,40/02
38690	2	10/02	44075	4	47/01;5,9,11,16,17,21,29, 31,42/02	51143	4	14/02*	53111	3	31,44/02*
41060	3	34/02	44076	3	18,25/02	51144	3	14/02*	53120	14	13,18,20,21,27,28,39, 42/02
42620	5	12/02	44077	11	P49/01;1,11,13,17,18,20, 24,26,44/02	51145	2	38/01;42/02	53122	3	20,29,40/02
42740	5	2,12,34,41/02	44078	7	49/01;9/02	51146	3	38,40/01;42/02	53125	2	46/02
42742	3	2/02	44079	4	5,21/02	51150	1	38/01	53130	1	27,42,47/02
42760	5	2,12/02	44080	11	20,24,25,39/02	51155	1	38/01	53133	3	6*,41,46/02
42762	3	N12/02	44081	9	38,47,49/01;8,15,16,17, 20,24,25,39/02	51159	3	47/02	53135	2	20/02
43030	24	39,40,47,48,49/01;1,11, 25,28/02	44082	11	39,48,49/01;6,11,15,16, 17,18,21,24,25/02	51160	20	38,43,44/01	53141	5	42/01;20,24,34/02
43040	6	2/02	44083	8	39,41/01;10,15,21/02	51164	18	42/01;38,45,46/02	53147	3	42/01;36,39,42/02
43059	3	44/02	44084	1	39,41/01;6/02	51165	8	42,43/01;25,45/02	53149	2	31/02
43060	4	44/02	44085	2	49/01;21,25/02	51166	3	N25,N45/02	53160	14	20/02
43079	2	41/02	44086	7	49/01;21,25/02	51167	6	42,43/01;45/02	53161	8	47/01
43082	5	41/02	44100	7	40,48,49,P49/01;1,11,13, 15,16,17,18,24,25,26,	51220	8	33/02	53162	6	40,41,47/01;15,20,33, 37/02
43101	3	46/02	44101	2	44/02	51225	3	51/01;27/02	53164	9	40/01;20,37/02
43102	4	46/02	44102	1	29/02	51240	2	33/02	53165	13	39/02
43104	4	46/02	44103	7	48,49/01;6,11,15,16,17, 18,21,26,27,28,29,31/02	51260	4	46/01;37/02	53166	1	47/01
43106	6	44/02	44104	8	39/01;4,6,16,26,27,28,29, 31/02	51300	4	27/02	53180	10	43/01;2,33,34,43/02
43114	4	17,41/02	44105	23	41,42,44,46/01	51320	3	47/01;12/02	53181	4	42/01;2,34/02
43144	4	17/02	44106	7	46/02	51341	23	41,42,44,46/01	53182	4	36/02
43145	4	17/02	44107	1	43/01	51344	2	46/01	53183	13	19*,35/02
43150	2	N17/02	44108	2	21/02	51380	5	47/02	53184	5	39/01;1,32,35/02
43160	6	17/02	44109	7	46/02	51540	3	46/01	53200	6	46,49/01;2,3,33,36,43/02
43161	2	17,41,44/02	44110	2	29/02	51559	3	41/02	53201	6	45/01
43163	3	44/02	44111	1	43/01	52039	3	46/01	53203	11	3/02
43164	3	17/02	44112	1	46/02	52040	17	43/02	53204	10	3,44/02
43182	4	47/02	44113	1	46/02	52043	21	46/02	53206	6	17/02
43220	3	43/01	44114	2	21/02	52045	6	36/02	53220	6	46,49/01;2,3,36,43/02
43223	4	41/02	44115	2	21/02	52046	21	46/01	53223	5	29/02
43225	4	17/02	44116	9	21,45/02	52051	1	41/01;43/02	53226	2	49/01;15/02
43263	7	44/02	44117	7	45/02	52052	1	41/01;43/02	53242	12	2/02
43265	2	44/02	44118	2	43/01;21,45,46/02	52060	16	43/02	53244	2	2/02
43270	2	44/02	44119	2	25/02	52061	2	46/01;45/02	53262	7	22,42/02
43280	5	44/02	44120	7	29/02	52062	7	42/01	53263	1	37/02
43281	6	20/02*	44121	1	21/02	52080	14	42,44/01	53265	6	47/01;19,35,41,46/02
43284	4	16/02	44122	1	21,29,46/02	52082	3	41/01;45,46/02	53268	4	22,42/02
43285	5	15,16,44/02	44123	1	26/02	52083	2	45,46/02	53269	5	19/02
43300	5	15,44,47/02	44124	9	20,24,29,34/02	52084	2	41/01;45,46/02	53279	3	9/02
43301	4	15,45/02	44125	1	20,24,33/02	52085	3	41/01	53281	4	31,40/02
43302	4	44,47/02	44126	1	5/02	52086	3	42/01;45,46/02	53282	8	40/02
43303	4	41,47/02	44127	1	46/02	52088	2	45/02	53283	4	33/02
43304	2	44,47/02	44128	5	43/01;46/02	52092	1	46/02	53284	4	33,40/02
43321	6	30,41,47/02	44129	1	43/01	52120	12	32/02	53285	4	35/02
43323	4	30/02	44130	2	25/02	52121	8	41/01;45,46/02	53287	6	20,27,35,42/02
43324	4	30/02	44131	2	29/02	52122	14	41/01*;45/02	53290	1	35/02
43341	7	41/02	44132	9	29,34/02	52125	1	41/01*;45,46/02	53301	4	27/02
43360	21	39,47/01;17,28/02	44133	5	20,29,41,42/02	52140	6	42,43,44,46/01	53303	6	49/01
43363	5	45/02	44134	2	27,41,47/02	52141	5	44,46/01	53306	2	21,39/02
43371	13	22/02	44135	2	38,43/01;21,41,42/02	52142	2	42,43/01	53311	3	39/02
43372	4	22/02	44136	4	38,43/01;13,23,29/02	52144	5	41/01	54040	3	43,46/01;37/02
43373	8	45/02	44137	6	13,19,22,23,29,32,40/02	52160	7	42/01	54041	7	40,43,47/01;18,35/02
43374	1	22/02	44138	11	45/01;13,16,20,21,37/02	52161	14	42/01	54043	2	40/01;15,17,18,29/02
43375	7	46/02	44139	7	13,25,37,41/02	52170	3	50/01;3/02	54060	5	43/01;18,37/02
43385	1	43/01;5,27,45/02	44140	8	6,13,37,41/02	52172	2	3,11,40/02	54061	11	41/01
44000	16	39/01	44141	2	43/01	52172	2	3,11,40/02	54080	5	8/02**
44001	2	38,39,43/01	44142	9	45,50/01;8,16,20,21,34, 37,41,42/02	52180	14	42,43,50/01;2,21,24,42, 43/02	54081	3	13/02
44015	8	38,39,43/01;28,31/02	44143	6	50/01;21,27/02	52186	3	3/02	54083	4	19/02
44030	7	20,46/02	44144	1	47/01	52262	6	7/02	54085	2	42,46/01;18,19,40/02
44036	5	28/02	44145	1	34,41/02	53011	2	49/01	54090	3	46/02*
44037	5	40/01	44146	2	25,37,40/02	53031	1	42/01;12,13,17,18,19,21, 22,27,28,30,39/02	54095	3	46/02*
44038	5	18/02	44147	2	15,16,18,20,22,25,26,29, 35,37,40/02	53060	14	43/01;12,14,15,17,18,19, 21,22,27,28,30,32/02	54100	4	8/02**
44040	23	38,40/01;28,44/02	44148	4	38,39,43/01	53061	10	43,49/01;14,19,28,30,44, 47/02	54105	3	46/02*
44041	7	43/01	44149	7	13/02*	53063	8	43/01;14,19,28,44,47/02	54115	3	46/02*
44042	7	43/01;21,44,45/02	44150	4	38,39/01	53064	6	33/02	54120	5	41,42,43/01;1,15,16,17, 18,19,20,37,39,41/02
44043	8	44/02	44151	4	38,39/01	53065	2	48,49/01;33/02	54125	3	46/02*
44045	6	40/01	44152	6	39,43/01;5,36/02				54131	2	42,44,46/01
44046	10	38/01;18/02									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
54140	7	41,42,50/01;15,16,17,18, 41/02	55040	4	42,43/01;13,15,18,23,27, 28,31,32,39,41/02	57482	12	40/01	62120	6	46/01;11/02
54151	1	38/01/7,14,15/02	55041	7	42,43/01;15,22,32/02	57484	19	46/01	62121	9	11/02
54160	14	8/02**	55042	1	41,43,48/01;18,21,27,28, 42/02	61000	20	46,51/01	62130	2	46/01
54161	12	16,17,19/02	55043	2	41,42,43/01;21,23,27,28, 37,39,42/02	61015	8	17/02	62140	1	34,40/02
54165	2	45/01;33,37/02	55044	5	41,43/01;22,23,24,41,43/02	61018	4	45/01;18,24/02	62142	10	24,28/02
54167	2	17,19/02	55045	2	41,42/01;18,21,23,41/02	61020	2	17,28/02	62143	3	43,48/01;24,28/02
54168	1	37/02	55046	4	41,43/01;1,4,21,22,23,26, 27,30,31,37,38,39,41/02	61021	3	45/01;18/02	62144	3	43/01;24/02
54169	3	42/01;8,16,37/02	55047	8	45/01;22,23,26,27/02	61036	8	8,27/02	62162	2	39,44/01
54180	6	42,46/01;7,8,10,19,41, 43/02	55048	12	41,42/01;6,23,27,32,36, 37,39,41/02	61040	6	51/01	62170	2	38/02
54195	2	47/01;11/02	55049	6	45,49/01;22,27,30,41, 43/02	61050	4	51/01	62171	4	38,47/02
54200	4	46/01;7,8,10,11,13,21/02	55050	7	19,20,36,37/02	61090	5	1/02	62177	3	42/01
54201	6	47/01;13,21/02	55054	3	41/01;4,23,37/02	61110	3	12,28/02	62188	3	52/01
54220	5	47/01;7,10,13/02	55056	9	13/02	61111	12	51/01;12/02	62191	14	47,52/01;22,29,41/02
54222	4	21,43/02	55057	4	46,47/01;22,27,30,41, 43/02	61112	10	14,17/02	62193	17	17*,19,31/02
54223	2	13,21/02	55060	7	19,20,36,37/02	61120	4	12,28/02	62194	8	17*,18,19,31,36/02
54224	2	40/01;13,21/02	55064	7	39/02	61130	3	12,28/02	62195	6	43/01;22,36,41/02
54225	2	21/02	55084	9	13/02	61140	5	12,27/02	62220	8	47/01;8/02
54226	2	46,47/01;7/02	55085	9	13/02	61141	6	38/02	62222	4	44/01
54227	2	46,47/01;7/02	55100	8	41/01;29,36,37/02	61142	6	38/02	62225	3	17*,37/02
54240	11	8/02**	55101	4	48/01	61150	4	46/01;12/02	62230	2	39,44,48,52/01
54260	3	8/02**	55102	3	48/01;24/02	61160	3	43/01;12/02	62241	10	40/01
54279	3	N39,N43/01:N20/02	55103	2	42,48/01;9,12,24,29/02	61170	5	13,27/02	62242	11	47/02
54280	10	11,14,15,20/02	55104	2	9/02	61171	10	13/02	62250	4	43,48/01;34,38/02
54281	6	39,43/01;20/02	55105	7	48/01;6,9,12,18,29,36,41, 42/02	61172	6	13/02	62270	4	43,48,49/01;37,41/02
54283	5	8,19,20/02	55110	2	41/01;4,7,23,24,29,37/02	61180	4	20,27/02	62271	5	37,41/02
54286	4	14,19/02	55112	2	48/01;36/02	61182	2	13/02	62285	2	42/01;26/02
54287	7	7,9/02	55120	2	48/01;36/02	61190	4	39,41/02	62288	2	49/01
54288	5	9/02	55128	2	45,6,9,26,33,33,36,38/02	61191	8	12,13/02	62290	3	38,40,42,48,49,51/01;2, 11,26,37,41/02
54289	8	7,9,19/02	55129	7	6,9,33,36,37/02	61200	7	17,21/02	62292	2	42/01;24/02
54300	12	43/01;8,11,13,14,31/02	55130	2	13,27,45/02	61210	6	17/02	62295	3	42,51/01;2/02
54301	4	43/01	55131	1	27,36,45/02	61220	5	17/02	62302	2	44/01
54302	1	8,11,13,14,31/02	55138	4	46/01	61240	4	18/02	62310	2	6,27/02
54303	4	8/02	55139	5	41/02	61310	2	33/02	62313	4	17*,27/02
54314	2	47/01;13/02	55150	2	49/01;4,6,7,24,28,29, 37/02	61311	5	17,33/02	62330	2	14,38,40/02
54318	3	38,45,47/01;5,19/02	55160	2	6,18,24,28,29,42/02	61400	2	27/02	62340	3	46/01;38/02
54320	4	38/01;7,13,20/02	55161	1	7,29/02	61410	2	14/02	62343	3	51/01
54322	7	38,49/01;5,13,19,20/02	55170	2	41,44,48/01;9,12,18,29, 31,36,41/02	61420	2	14/02	62355	6	51/01
54324	8	38,45/01;19/02	55175	1	49/01;24,28/02	61430	2	14/02	62360	5	18,38/02
54327	4	20,31/02	55180	2	9,33/02	61433	1	14/02	62361	2	N18,N38/02
54329	4	5/02	55182	2	12,27/02	61434	2	14/02	62366	3	38,40/02
54330	2	46/01;5/02	55184	3	40,41,42/01;33,38/02	61440	2	15/02	62387	2	40/01
54333	3	5/02	55186	2	40/01;33,38/02	61450	2	46/01;14,17,27/02	62388	2	40/01
54334	3	46/01;7/02	55187	1	41,42/01;1/02	61452	2	15/02	62391	4	40/01
54337	3	19,31/02	55188	4	40/01	61472	1	15,20/02	62392	7	14*,18/02
54339	8	7,17,31/02	55189	6	40,41/01;22/02	61500	2	17/02	62393	7	34,37/02
54340	8	19/02	55190	6	22/02	61510	2	15/02	62394	10	34,37/02
54343	10	14,19/02	55191	3	38,43/01;22,38/02	61520	2	15/02	62395	2	34/02
54344	6	14,19/02	55192	2	40,41/01	61522	1	15/02	62400	17	39,41,42,47,49/01;23,24, 33/02
54346	8	14,19/02	55193	8	42/01;33/02	61530	2	38/01	62401	9	11/02
54360	12	43/01;15,19,20,20/02	55194	1	2,14,21/02	61538	1	38/01;15/02	62402	9	2,5,6,15,17,20/02
54363	3	15,19,20/02	55195	6	41/01;14,38/02	61540	2	38/01;15,20/02	62403	5	41,49/01
54365	6	15,19,36/02	55196	3	40,41,42/01;33,38/02	61541	8	4/02	62406	2	38/01;8,24,33/02
54366	3	15/02	55197	2	40/01;33,38/02	61542	6	4/02	62408	7	11,15/02
54367	3	15/02	55198	19	40/01;41/02	61550	2	17/02	62409	6	2/02
54368	4	20/02	55199	16	40/01	61560	2	15/02	62413	11	33/02
54369	4	43/01;13,15/02	55200	2	7,31/02	61581	5	14,18/02	62419	6	33/02
54372	2	20/02	55201	13	42,47/01;P1,41/02	61582	4	14,18/02	62420	5	51/01;33,37,39/02
54380	6	41,42/01;5,19,26,42/02	55202	6	42/01;33/02	61591	4	8/02	62429	9	39,45/01;17,27,39,43/02
54382	9	41,42,43,45/01;26/02	55203	6	18,30/02	61592	4	8/02	62431	8	26*,27,37/02
54386	10	43/01;7,42/02	55204	2	42,47/01;P1,41/02	61610	7	28,29/02	62432	15	40/01;4,25,31,34/02
54387	7	41,42,43,48,50/01;6,23, 42/02	55205	12	42,44,48/01;1/02	61611	11	28/02	62433	12	15,30,31,34,45/02
54389	8	6,43/02	55206	6	45/01	61612	4	28/02	62434	9	12*,40,46/02
54400	8	42,49/01;1,5,7,20,32,	55207	3	42/01	61650	3	17/02	62437	9	32,46/02
43/02			55208	2	42/01;18/02	62000	20	44/01;18,46/02	62440	7	41/01;5,15,17,20/02
54403	4	42/01;6,22,43/02	55209	3	22/02*	62001	4	40,48,51,52/01;2,3,6/02	62441	10	16,36/02
54404	4	19/02	55210	4	42/01	62024	13	46/01;13,14,38,40/02	62442	6	45/01
54407	4	42/01;32,43/02	55211	9	40/01	62028	15	40,46/01;5,8,12,18/02	62444	2	41,42,49/01;1/02
54409	2	23,32/02	55212	10	46/01	62032	15	38,40,41,43,45,51/01;13, 16,18,23,29,32,33,43/02	62446	3	47/01
54413	3	31/02	55213	5	40,41/02	62033	2	N38,N40,N41,N43,N45, N51/01;N13,N16,N18, N23,N29,N32,N33, N43/02	62448	2	45/01;2,23/02
54416	5	7/02	55214	3	41/02	62046	2	13,39/02	62449	4	15/02
54418	4	42/01;32,43/02	55215	7	41/02	62050	6	18,44/02	62451	7	45/01;2,21,23/02
54421	6	40/01;6,7,28,47/02	55216	13	43/02	62080	5	40/01	62453	3	25,33/02
54422	4	19/02*	55217	10	43/02	62090	7	40/01;2/02	62455	7	39,45,51/01;17,27,39, 43/02
54423	4	43,48/01;2,37/02	55218	14	43/02	62093	7	2,16,41/02	62456	1	39/01;27/02
54424	1	40/01*	55219	6	43/02	62095	2	2,3,16,41/02	62457	5	51,52/01;5,6,17,20,21,24, 36/02
54430	1	42/01;26,28,37,43/02	55220	10	43/02	62097	5	46/01*	62460	4	6,24,31,33/02
54440	4	41,42,43,44/01;7,30, 41/02	55221	4	31/02	62098	6	41/01*	62462	1	41,49/01;1/02
54441	6	41/01;30,42/02	55222	7	43/02	62099	7	2,41/02	62463	1	41,49/01;1/02
54443	5	40/01;14/02	55223	1	43/02	62100	6	38,40,41,44/01;2,4,12/02	62464	2	15*,31/02
54446	5	7/02	55224	1	43/02	62100	9	51/01;2,4/02	62480	1	38,41,43/01;13,15,18,23, 30,31,33,37,43/02
54448	8										

SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
62490	1	40,43,45,51,52/01;2,4,12, 16,18,25,29,31,32,33, 43/02	63291	9	38,43,47,48/01;19,33/02	71348	3	18,35/02	74008	6	9,15/02
62498	4	12*,23,25,27,31/02	63320	8	38,40,42,44,45,51/01; 30/02	71350	8	15,18,20/02	74009	10	3,9,20,22,25,38/02
62499	4	15*,25,27,31/02	63321	6	38,40,42,44,45/01;30, 42/02	71400	5	11/02	74012	10	52/01;17,20,22,26,37, 40/02
62510	2	6,23,31,33,34/02	63322	2	45,49/01;30/02	71401	1	40,46/02	74015	10	52/01;20,40/02
62512	2	N6,N23,N31,N33, N34/02	63324	1	6/02	71410	1	41,45/01;11,39/02	74017	4	3,12,17,18,37,45/02
62515	2	14,26,45/02	63330	9	27,39/02	71420	1	46,47,48/01;38,39/02	74018	6	44/02
62520	5	38,41/01;5,6,7,13,15,17, 20,30,31,37,43/02	63337	15	27,31,39/02	71425	1	47/01	74020	4	16,17,33,37,38,43/02
62521	3	N38,N41/01;N5,N6,N7, N13,N15,N17,N20,N30, N31,N37,N43/02	63383	5	44,48/01	71430	2	18,41/02	74021	7	10,13,14,20,33,35,39, 44/02
62530	5	43,51/01;7,31,33,43/02	63400	1	39/02	71440	1	7,24,34,38/02	74024	7	31,44/02
62531	3	N43,N51/01;N7,N31, N33,N43/02	63410	6	43/01;39/02	71450	1	22,25/02	74027	9	43,44/02
62540	6	17*,21,23,25,26,29, 31,32,34,40,45/02	63413	5	39/02	71460	1	15,20,25,41/02	74030	6	10,28/02
62541	3	N17*,N18,N21,N23, N25,N26,N29,N31,N32, N34,N40,N45/02	63417	2	43/01;39/02	71465	1	20/02	74042	1	6/02
62550	2	41/01;7,13,30,43/02	63420	2	43/01;39,45/02	71470	2	15,38/02	74053	2	10,28/02
62560	3	45,48/01;2,21,23,25, 29/02	63424	2	45/02	72000	8	40,41/01;4,31,32,35, 47/02	74054	2	28/02
62570	4	17*,21,23,25,26,31,32, 33,34,36,40,45/02	63440	4	47/01	72007	10	41,49,51/01;6,30,36,38, 47/02	74071	4	12/02
62580	3	40,45/01;2,4,14,23,26,32, 33,45/02	71005	1	43,46,48,49,50/01;7,9, 34/02	72014	10	45/01;12,46/02	74151	9	4,10,20,24,27,36,44/02
62590	2	40/01;4,9,12,16,28,29,36, 40,46/02	71006	5	8,39/02	72021	8	31,36,38,47/02	74152	11	14,36,44/02
62591	3	N40/01;N4,N9,N12,N16, N28,N29,N36,N46/02	71009	3	50/01;9,39,46/02	72028	7	46/01;4,5,15,31,34/02	74153	2	4,14,36,44/02
63000	13	40,42,44,49/01;5,12,27, 28/02	71012	3	44,45,46,48/01;19,33,39, 46/02	72035	8	41,44,48/01;16,31/02	74162	4	10,36,46,47/02
63005	18	38,40,41,42,44/01;4,15, 25,31/02	71015	4	48/01	72040	3	11/02	74171	4	33,36,47/02
63010	14	41/01;26,29,31/02	71018	10	52/01;2,5,9,10,15,33,35, 37/02	72045	2	41,44,48,49/01;16/02	74172	5	2,36,47/02
63015	11	41,43/01;31,38,40/02	71027	9	7,15,19,20,22,24,25,34, 38,45/02	72050	4	48/01	74181	8	52/01;2,11,13,23,28,33, 35,37,38,39,47/02
63020	15	44/01;27,31/02	71033	31	41,46,48/01;7,15,23,37, 38/02	72050	8	43,46/01;32/02	74182	12	52/01;1,3,5,11,13,23,24, 25,26,28,33,35,37,38,39, 41,42,44/02
63040	2	12*,46/02	71036	8	40,41,46/01;9,11,35, 44/02	72057	4	46/01;8,11,32/02	74183	11	11,38,39,42/02
63050	2	40,41/01;5,12,17,46/02	71040	5	44,47/01;27,34,42/02	72060	7	11,18,34/02			
63053	4	12*,14/02	71042	1	44/01;34/02	72070	6	2,13,22,23,26,35,36,37, 46/02			
63054	3	19*,31/02	71043	2	25/02*	72075	2	8,20/02	74191	2	19,22,24,26,35,46/02
63055	2	51/01*;5,14,29/02	71044	1	44/01;27/02	72080	7	8,20/02	74192	3	5,24,26,28,35,46/02
63060	7	41,48/01;5,12,25,28, 32/02	71048	2	23,36/02	72085	2	6,8,30,47/02	74200	8	1,5,14,18,21,27,28,37, 46/02
63062	7	41,44,47,48,49/01;5,18, 28,29/02	71052	1	45,46/01;27,34,42/02	72094	2	51/01;29,38/02	74201	9	27/02
63063	9	40,41,49/01;5,27,29/02	71059	1	23,36/02	72100	7	29/02	74202	3	14,16,21,24/02
63065	6	18/02	71061	15	23,36/02	72101	6	45/01	74204	5	1,13,14,21,24,27,37/02
63070	3	40/01;20,27,28,29/02	71066	1	39/02	72103	2	29/02	74205	2	16,24,25/02
63080	5	42,48,49/01;1,26,27,28, 31/02	71071	5	45/01;15/02	72105	10	15/02	74206	2	8,24,34/02
63090	8	41,42,44,46/01;25,31/02	71081	3	16/02	72110	9	12,15/02	74210	7	7,12,25/02
63091	4	41,42,44,48,51/01;26,27, 32,39/02	71140	6	45/01;33,39,46/02	72115	2	12,15,27,29/02	74220	8	1,6,11,13,17,23,25,26,35, 47/02
63092	4	41,51/01	71140	29	51/02;1,2,8,10,33,37/02	72116	10	41/01;34,38/02	74221	2	11,13,35/02
63100	2	40/01;4,15,44/02	71182	2	51/01	72121	6	41/01;43/02	74229	2	5,6,11,17,22,23,33,37,43, 47/02
63101	15	40,41,42,44,46/01;14,17, 19/02	71186	2	58,13/02	72123	8	44,45,48/01	74230	7	11,13,28,39,42/02
63102	19	40,41,45,46,52/01;14,17, 19,26/02	71210	18	45,46/01;44/02	72124	2	52/01;31/02	74231	7	39/01;1,5,6,19,23,35/02
63103	17	40,41,43,45,52/01;14,17, 26,29/02	71211	4	45,46/01;38/02	73000	9	52/01;26,40/02	74232	9	2,9,15/02
63110	4	38/01;40/02	71212	1	46/01;18,38/02	73002	4	40,41,46,51/01;4,6,8,18, 24,30/02	74234	1	2/02
63111	9	38,43,51/01;17,25/02	71220	3	45,48/01;1,23,38/02	73004	4	40,41,46,52/01;4,26/02	74240	8	4,9,15,34,39,42/02
63120	2	41,47/01;44/02	71239	3	38/01;4,0/2	73006	2	26/02	74251	8	4,15,17,23,25,26,31,32, 34,37,42,44,46/02
63121	5	41,47/01	71241	10	18/02	73008	8	40,41/01;8,16/02	74252	9	19,47/02
63125	1	14,15,25,31/02	71243	4	13/02	73010	3	13/02	74253	6	4,11,15,17,19,23,25,27, 32,47/02
63200	5	41,43/01	71244	3	38/01	73012	5	9,10,42/02	74261	9	15,25,41/02
63201	9	43,48/01;40/02	71248	1	N18*,N20,N35/02	73018	3	13/02	74265	2	4,11,15,17,18,19,25,31, 38,41,43,47/02
63205	2	41,43/01	71249	2	35/02	73020	9	3,25/02	74270	3	1,9,18,19,26,31,38/02
63210	3	45/02	71251	11	20,35,40/02	73022	4	13/02	74271	9	9,19,28,38,46/02
63220	5	46/01*;26,45/02	71253	10	14,21,35,40,42/02	73024	3	39/02	74272	7	26,32/02
63230	6	17*,45/02	71255	5	43/01;9/02	73030	4	4,20/02	74273	5	1,18,19,31,38,41,43/02
63231	8	31,45/02	71257	2	38,43/01;4,8,9,15,18,21, 23,28/02	73032	4	47/01;4,14,25/02	74283	2	46/02
63232	3	45/02	71271	10	46/01;23,25,30,34/02	73141	5	13/02	74285	2	31,34,35,45/02
63233	15	31/02	71272	10	23,30,34/02	73191	3	45/01	74286	2	15,22,24/02
63234	6	14*,29,40/02	71273	2	44/02	73271	7	41/01;21/02	74287	2	27,34,38/02
63250	1	48/01	71275	3	43,48,49/01;13,23,35/02	73552	4	9,25,34,45/02	74289	5	13,18,26/02
63252	5	41,43/01	71276	3	46/02*	73570	7	34,45/02	74290	11	13,25,34,39,45,46/02
63260	7	42,43/01	71277	10	46/01;2,7,23,25,30,34/02	73631	4	36,46/02	74292	8	13,27,34,38/02
63270	7	42,43/01	71278	3	46/01;2,7,23,25,30,34/02	73640	5	23,36/02	74293	7	25,34,45/02
63271	8	41,42,49/01;19/02	71279	2	46/01;25,26,30,34,39,	74000	6	45/01;10,12,24,36,47/02	74294	3	25,34,45/02
63280	3	52/01	71285	3	40/02	74002	2	2,13,14,18,25,27,28,35, 47/02	74295	3	18,22/02
63281	7	38,43,47,52/01;19,31,32, 38/02	71285	3	46/01;2,7,23,25,30,34/02	73631	4	36,46/02	74296	4	27,34,38/02
63290	7	38,43,47,52/01;19,31,32, 38/02	71295	2	46/01;25,26,30,34,39,	73640	5	23,36/02	74310	2	9/02
63233	15	31/02	71295	2	40/02	74000	6	45/01;10,12,24,36,47/02	74320	3	35/02
63250	1	48/01	71305	2	48/01;9,14,31,34,36/02	74002	2	2,13,14,18,25,27,28,35, 47/02	74330	3	15/02
63252	5	41,43/01	71312	5	45/01	74003	5	2,22,25,28,47/02	74340	3	15,27/02
63260	7	41,43/01	71313	8	45,51/01;45/02	74004	2	12,13,18,35,37,39,47/02	74350	4	25/02
63270	7	42,43/01	71314	5	45/01	74005	2	9,13,18,19,31,34,35,46,	74376	5	43/02
63271	8	41,42,49/01;19/02	71315	2	44/01;14,27,31,34/02	74006	4	47/02	74380	4	2,3,9,22,32/02
63280	3	52/01	71320	1	45/01;35/02	74006	2	26,31/02	74391	3	15/02
63290	7	38,43,47,52/01;19,31,32, 38/02	71330	13	35/02	74007	1	36/02	74392	7	16,22,25,39/02

SECTION I

NM 47/02

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
74393	9	12,16,18,19,25,28,31,38, 41/02	75265	2	13,17,20,21,24/02	83572	1	24/02	92420	4	39/01;11/02
74394	2	3,12,18,19,28,31,41/02	76015	1	42/01;3,4,18,23,24,29,35, 40/02	83574	2	39/01;5/02	92440	4	39,40,47/01
74410	3	16,20,25,38/02	76020	7	8,18/02	83580	2	12,24/02	92450	3	38,40/01;7,21/02
74415	1	39/02	76030	9	9,12,24/02	83633	4	40/01	92460	1	38/01;11/02
74420	3	45/02	76041	2	2/02	83637	4	40/01	92470	3	39,40,47/01;19,21/02
74440	3	32,39/02	76050	8	38/01;24/02	91008	1	12,29,44/02	92490	2	45,47/01
74450	3	21,22,26/02	76052	8	44,52/01;1,8,12,15,21/02	91010	6	29/02	92520	2	45,47/01
74455	3	9,19,21,23/02	76054	5	9/02	91020	5	38,39,40,43,45,48/01;10, 19,21,22/02	92529	3	47/01
74460	4	21,22,26,37,40,46/02	76056	3	38/01	91025	8	40,41,47/01;7,10,21, 22/02	92550	1	40,45/01
74465	2	9/02	76060	7	40/02	91030	3	38,40,41,43,47/01;7,10, 11,21/02	92560	4	45,51/01;45/02
74475	2	44/02	76061	3	40/02	91040	1	43,48/01;10,11/02	93006	2	41/01;21,39,45/02
74480	2	44/02	76070	9	38,42/01;4,9,12,23,35/02	91080	4	38,48/01;11,21/02	93010	6	48/01;15,17,22,27,38,40, 41/02
74485	3	16,43/02	76071	9	38/01;4,23,35/02	91081	1	38/01	93018	8	48/01;9,27/02
74491	4	6/02	76080	8	42/01;3/02	91096	1	48/01;21/02	93020	2	42/01;15,24,38/02
74492	7	6,16/02	76081	7	38/01;9,12/02	91120	3	41/01	93022	4	6,18/02
74493	3	6,16,38,43,45/02	76083	3	40,42/01	91140	4	41/01	93025	5	45/02
74494	2	52/01;41/02	76090	6	2,9/02	91160	3	41/01	93030	6	42/01;6,18,45/02
74510	2	14,16,17,33,35,37/02	76110	5	23/02	91170	2	41,48/01;38,41,44/02	93032	3	46/01;45/02
74515	4	10,13,14,20,28,33,35, 39/02	76120	6	6,22,23,25/02	91175	2	41/01	93043	1	45/02
74517	3	10,13,18,20,21,39,41/02	76121	8	4,9/02	91180	19	13,19,20/02	93046	1	9,45/02
74521	3	28,41/02	76140	7	2,46/02	91195	5	41,44,45,47/01;7,10/02	93047	2	45/02
74527	2	28/02	76142	1	46/02	91240	5	41,44,45,47/01;7,10/02	93048	1	35/02
74530	2	28,44/02	76146	1	2,8/02	91247	5	41,45/01	93049	1	45/02
74535	2	31,42,44/02	76147	1	2/02	91280	7	39,42,45/01;19,22/02	93061	4	45/02
74545	3	28,40/02	76150	6	35/02	91286	10	13,20/02	93101	2	N24,N34,N38/02
74555	3	10,34,43,44/02	76151	7	5,22/02	91289	19	13,19,20/02	93110	2	41/01*,22,24,38,40, 41/02
74560	10	14,23,28,32,40,43,46/02	76161	10	9,40/02	91292	4	42/01	93113	2	19/02
74581	9	9,13,20,26,32,34,36,40, 41,43,45/02	76170	7	29/02	91294	8	39,42/01;10,14/02	93115	2	40,41/02
74582	9	3,9,13,18,26,28,40/02	76171	10	39/01;9/02	91297	9	39,42/01;10,14/02	93117	2	19,40,41/02
74583	15	26,32,34,40,43,44/02	76180	1	2,4,6,18,22,23/02	91300	3	38,40,48/01;10,21,22/02	93160	4	15*,27,34/02
74584	5	4,18,22,25,32,34,41,43, 45/02	81001	1	47/01	91309	4	13/02	93180	7	27,34/02
74590	2	10,28/02	81002	6	18/02	91314	3	40/01	93200	4	44/01;9,26,27/02
74591	7	10,40/02	81023	5	18/02	91326	2	40/01	93220	6	44,47/01;17,27,34/02
74595	2	28/02	81048	8	14/02	91330	1	40,44/01	93240	11	44/01;17,34/02
75000	6	47/02	81054	12	44/01;14,29/02	91331	3	38,39,40,48/01;10,21/02	93243	6	48/01;42/02
75001	3	9,23,47/02	81063	5	2/02	91338	2	39,40/01	93245	6	44/01
75010	7	16,18,41,42/02	81092	3	38/02*	91340	3	40,43,45,47/01;11,19,	93247	4	26/02
75025	9	14,22,23,36,39/02	81187	5	45/01	91360	2	38,41,48/01;11/02	93260	8	44/01;27,31/02
75035	18	10,21,24,36,39/02	81237	4	45/01	91380	2	41,43/01	93261	5	44/01;31/02
75051	6	13,16/02	81711	6	23/02	91400	2	43/01;10/02	93360	5	38/02
75052	2	13,16/02	81715	4	23/02	91407	2	43/01;10/02	93385	6	6,18/02
75120	2	16,42/02	82015	13	22/02	92006	5	45,46/02	93404	6	6/02
75130	16	7,16,18,21,27,31,34, 41/02	82020	7	22/02	92010	3	40,45/01;19/02	93420	4	18/02
75131	7	18,20,28/02	82030	8	39/01;12,18/02	92020	2	45,47/01;19/02	93460	7	6/02
75132	11	31/02	82200	2	49/01	92025	3	39,40,41,43,47/01;10,11, 13,21/02	93520	13	45/02
75134	3	7,23,27,33/02	82210	2	42/02	92030	4	38,39,40,41,47/01;7,10, 11,19,21/02	93610	3	46/01;44,45/02
75142	5	4,8,15,21,28,36,42/02	82244	5	35,42/02	92033	5	45,52/01;45/02	93650	2	46/01;19,44/02
75143	4	4,12,15,20,28,32,33,36, 38,42/02	82253	7	49/01;35/02	92040	2	40/01	93680	3	45,47/02
75144	3	20,31,33,36,42/02	82274	9	22/02	92050	1	43/01	93690	2	46/01;44/02
75150	5	13,16/02	82580	2	19/02	92060	3	40,47/01;21/02	93698	3	45/02
75160	6	6,22,23,24/02	82646	2	48/01;19,33/02	92061	3	40,41/01;21/02	93710	3	39,41,42,43,46/01;14, 26/02
75170	12	38,39/02	82649	5	42,48/01;3,18,20,33/02	92070	3	41,43,47/01	93720	10	39,45/02
75171	22	52/01;5,8,10,12,14,17,18, 22,27,31,32,33,36,38,40, 42/02	82683	4	45,48/01;6,18,33/02	92090	2	41,48/01	93721	5	42,48/01;1,5,8,9,20,22, 26,32,39,42,45/02
75172	5	39/02	82684	3	48/01;3,12,18,33,38/02	92100	3	48/01	93725	6	20,45/02
75173	9	52/01;8,10,12,14,17,20, 25,31,32,33,36/02	82690	10	6,18,19,20/02	92115	1	13,15/02	93726	4	47/01;26/02
75175	9	52/01;5,16,18,31,33,38, 40,45/02	82694	6	38/02	92120	3	43/01;5/02	93730	3	46/01;6,21,39,40,42,45, 47/02
75176	9	5,7,14,17,27,42/02	82697	6	38,46/02	92130	3	47/01	93733	13	42,43/01;1,5,6,17,21,22, 26,32,39,45/02
75177	7	5,12,18,27,38/02	83020	8	7/02	92200	3	45/01;10,19/02	93734	11	42,43/01;1,6,17,22,26,32, 45/02
75180	2	3/02	83021	1	25,27,43/02	92210	3	18*,19/02	93736	22	42,43/01;1,5,6,8,11,16, 22,26,32,41/02
75185	2	2,22,47/02	83032	1	18/02	92214	4	45/01;3,19/02	93778	8	48/01;14,47/02
75190	2	11,23,47/02	83034	1	39/01;12/02	92216	3	23/02*	94004	6	41/01;2,12,14,19,29,30, 33,37,44/02
75191	6	3,22,25,37,38,43,47/02	83039	11	9,14,41/02	92220	2	41,43/01;7,11/02	94016	2	40/01;12,23,33,35/02
75193	6	22/02	83252	8	18/02	92229	3	42,43/01;7,11/02	94028	7	41/01;7,8,9,13,14,23,25, 40,42/02
75207	2	36/02	83253	2	18/02	92293	2	43/01;7,11/02	94033	5	47,51/01
75208	2	14,26/02	83255	2	42/01	92296	3	43/01	94040	13	48/01;30,37,47/02
75213	2	36/02	83382	9	48/01;20,25,27/02	92310	4	39,43,48/01;5,11,13/02	94042	9	47/02
75215	2	1,36,39,40/02	83383	2	48/01;20,25,27/02	92320	4	41,43,48/01;7,10,02	94060	10	39,42/01;2,5,27,29,30,33, 37,46,47/02
75220	12	10,14,36,39/02	83385	19	20,27/02	92330	3	41,43/01	94061	5	42/01;1,2,5,19,33,35, 47/02
75222	8	1,18,22,35,40/02	83392	5	31/02	92350	4	47/01	94063	4	41/01;29,33,41/02
75240	4	14,36,39/02	83393	2	N31/02	92356	2	47/01	94067	10	43,48/01;33/02
75241	6	34,36/02	83397	6	8,18/02	92360	3	48/01	94080	7	40,41,48,51/01;14,15,27, 29,30,33,44/02
75251	5	23,33/02	83425	6	3,20,35/02	92370	2	48/01	94082	8	40,43,51/01;5,13,14,25, 27,30,44/02
75261	6	13,17,21,23,24,33,36/02	83484	10	1/02*	92380	3	41,48/01;7,10,11/02			
75262	6	12,38/02	83495	7	42/01	92383	7	44,48/01			
75263	9	17,32/02	83500	1	9,12/02	92385	4	44,48/01;7,10/02			
75264	17	1,16,17,19,33,34,37,41, 42,44,45/02	83560	3	9/02	92400	3	39,47/01			
			83570	2	39/01;5,24/02	92410	3	39,41,47/01;10,11,14/02			

SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
94083	12	51/01;5,13,17,25,44/02	95160	13	39,40/01;4,7,8,9,15,27, 41,42,47/02	96904	2	5,27,41/02	97221	20	38,39,40,43,51/01;1,2,7, 8,10,11,21,24,31,37,39, 42,44,45/02
94084	1	5,6,13,23,25/02	95161	16	48*,51/01;4,27,31,40, 45/02	96906	2	27/02	97222	12	38,40/01;11,25,28,47/02
94120	6	51/01;12,19,21,33,38/02	95162	2	39/01;20,40,44,47/02	96937	2	40/02	97223	3	40/01;8,42,44/02
94122	7	51/01;19,30,40/02	95163	2	44,46/01;27/02	96939	3	41/01	97224	6	11,18,25,27,46,47/02
94123	9	12,21,33,38,42,44/02	95164	4	43/02	96941	8	47/02	97225	31	39,40,42,43,46,51/01;2,7, 8,11,21,24,37,39,42,44, 45/02
94124	13	38,42,44/02	95165	10	46/01;44/02	96942	9	41/01	97226	7	39/01;17/02
94127	2	21,33,38/02	95169	2	44,46/02	96943	15	44/02	97227	11	43,50/01;21,24,42,43/02
94160	7	41,42,47/01;2,26,27,33, 38,44,46,47/02	95173	1	15,16,17/02	96944	6	45/02	97228	15	43,50/01;2,21,28,30,39, 40,42,43/02
94164	2	2,26,27,46/02	95174	1	17/02	96945	3	43/02	97229	12	38,41,47,51/01;2,7,8,18, 24,27,31,36,39,47/02
94165	4	14,20,26/02	95176	2	39/01;16,20,31/02	96949	21	45/02	97230	18	39,40,41/01;2,29,36/02
94180	9	39,42,46,47,48/01;26,32, 42,44,47/02	95177	1	44/01;18,41/02	96960	3	9/02	97231	11	10,21,41/02
94187	3	32/02	95180	11	43/01;9,15,17,18,27,40, 42,44/02	96962	4	19,30,35/02	97232	8	39,47/01;4,15,20,25/02
94188	2	44,46,47/02	95185	2	39/01;20,31,40,44/02	97005	9	51/01	97233	11	46/01;31,33,43,44/02
94203	10	46,47,48/01;22,26,41,42, 44,46,47/02	95200	4	12,44/02	97015	10	51/01	97234	17	46/01;29,43,47/02
94206	3	46/01;22,26,41,42,44, 47/02	95255	2	44/02	97021	7	2,16/02	97235	1	46/01
94207	5	N42,N46,N47/01;N26, N42,N44,N47/02	95258	3	45/01	97026	10	23/02	97236	20	46/01;31,47/02
94208	6	N42/01;N44/02	95262	13	41,46/02	97029	3	19/02	97239	10	46/01;31,33/02
94216	6	40,41/01;27,45/02	95264	8	6/02	97040	5	43,47/02	97241	6	39,50/01
94217	4	30/02	95267	5	52/01;11,17/02	97041	9	45,47/02	97243	8	46/01;21,28,29,31,33/02
94218	3	30,36/02	95268	16	39/02	97042	7	46/01	97245	11	40,43/01;7,17,28,36/02
94219	1	47/02	95270	4	38/01;8/02	97043	2	46/01;17,23/02	97246	7	43/02
94220	4	46/01;22,26,41,42,47/02	95271	4	44/02	97060	8	9,46/02	97261	15	39,49/01;10,17,18,41/02
94280	5	41/01	95276	3	21/02*	97062	12	44/01;8,9,27,44/02	97262	10	46/01;21,29,34/02
94282	9	41/01;46/02	95280	9	51/01;2,17/02	97063	1	45/01	97263	10	46/01
94283	7	46/02	95282	7	46/02	97064	2	44/01;8,9/02	97266	5	39,46,49/01;10,17,37, 41/02
94322	14	42,46/01	95300	5	2,16,45/02	97080	5	51/01;9/02	97267	16	17,18,25,29,40,41/02
94360	6	48/01;18,32,43/02	95320	15	8,35,38/02	97082	5	24,46/02	97269	11	20,45/02
94361	13	41,43/01;18,32/02	95341	8	43/01;8,10,11,18,19,42, 47/02	97100	4	51/01;20,28,42,47/02	97270	6	36,44/02
94363	4	41,42,46/01;32,43/02	95342	16	30/02	97101	1	28/02	97271	12	45/01;17,18,25,29,37, 39/02
94420	3	47/01;5,39/02	96000	5	6,8/02	97104	4	51/01;8,10,20/02	97272	11	45/01;19/02
94421	10	15,45/02	96004	14	16,17,44,45/02	97105	3	51/01;8,10,20/02	97273	10	19,27,34,42,45/02
94423	12	19,45/02	96012	16	7,8,11/02	97120	6	39/01;2,15,22,28,31,37, 40,42,43/02	97274	19	43/01;19,27,31,34,39, 45/02
94427	2	N32/02	96016	7	51/01;11,12/02	97140	17	39/01;2,10,15,22,33,37, 39,43,45/02	97276	1	27,29,40/02
94440	2	46/02	96020	4	6,7,41/02	97141	5	13*,19,21,40,46/02	97277	11	39/01;10,17,27/02
95016	8	43,44/01;9,12,40/02	96024	3	6,7,8/02	97143	11	41/01;2,21,31,43,45/02	97278	11	39/02
95040	8	4,40/02	96028	5	6,7,8/02	97144	14	44*,46/02	97279	9	27/02
95060	13	44,51/01;4,10,14,15,16, 40,43,44,47/02	96039	7	16,17,30/02	97150	13	41/01;34,39,43,44/02	97281	2	41/02
95065	5	51/01;4,14/02	96041	11	48,51/01;16,17,30/02	97151	16	41/01;31,35,44,45/02	97283	3	45/02
95066	11	41,44,48,51/01;4,10,13, 14,15,16,18,19,20,41,43, 44,47/02	96042	11	47,52/01;1,16/02	97152	8	37/02	97285	6	42,43,44/01;10,19,23,27, 31,34,42/02
95067	13	41,48,51/01;18,41,44, 46/02	96043	8	51/01;30/02	97153	7	31/02	97286	6	42,43,44/01;10,11,21,23, 25,27,31,34,35,36,41, 42/02
95068	1	45,51/01;41,42,45,47/02	96100	2	46/01	97154	2	36/02	97287	5	43/01;11,34/02
95080	13	39,41/01;8,10,13,16,18, 25,27,30,33,40,44,45/02	96120	6	46/01;30/02	97155	14	2,20,31,35,36,37,39, 40/02	97300	6	12/02
95082	9	39,51/01;10,13,19,21,25, 27,30,33,44,46/02	96141	4	9/02	97156	6	45/01;2,21,37/02	97303	3	47,51/01;18,25,47/02
95083	8	39/01;21,25,33/02	96181	5	9/02	97157	1	35,37/02	97320	6	52/01;33/02
95084	7	41/01;15,16,18/02	96200	5	8,9/02	97158	4	39/01	97340	8	27,33,38/02
95085	4	41/01;15,45/02	96240	4	51/01;8,11/02	97159	6	39/01;33,39/02	97341	9	2,27,34/02
95086	5	15,45/02	96300	4	11,12/02	97163	14	39/01;23/02	97342	14	27,38/02
95087	3	43,51/01;4,19,21,25,33, 40/02	96320	4	12/02	97164	1	39/01	97343	12	38/01;27,38/02
95100	12	41,46/01;7,8,9,10,13,14, 15,16,18,38,39,43,44,45, 46,47/02	96379	1	42,43/01	97167	2	23,33/02	97360	6	39/01;20,23,27,38/02
95101	8	8,13,14,15,39,44/02	96381	2	42,44/01	97180	6	39,40,42,52/01;8,9,11,22, 31,34,39,43,45,46/02	97380	7	39/01;21,39,47/02
95102	8	46/01;8,10,13,38,42,45, 46,47/02	96382	2	43,44/01	97181	20	39,40,42,46,51,52/01;8,9, 11,18,22,25,31,34,46/02	97381	7	39,49/01;27/02
95103	8	8,13,42,43,45,47/02	96400	4	43/01	97182	13	40,50,52/01;11,18,21,23, 31,34,39,46/02	97382	2	41,45/02
95120	7	6,13,17,20,21,42,43/02	96480	3	6,7,8,41/02	97183	9	39,46/01;25,44/02	97383	16	49/01;31/02
95138	8	45/01;45,46/02	96500	6	6,8,41/02	97184	15	46/01;25,28,47/02	97384	4	47/02
95140	15	46/01;7,8,10,14,15,18,22, 38,40,41,44/02	96521	3	N19/02*	97185	2	43/02	97385	10	31/02
95141	8	39,44/01;7,14,45,47/02	96640	5	6/02	97187	3	39,46/01;44/02	97386	1	45/01;39/02
95142	9	15*,18,19/02	96645	1	26/02	97188	2	50,52/01	97389	5	7,31,39,40/02
95143	11	39,45,51/01;4,15,18,40, 45,47/02	96760	4	5,7,29,35,45/02	97189	2	39,46/01;25,28,44/02	97390	26	31/02
95144	9	45/01;8,10,19,38,41, 46/02	96762	3	29/02	97190	2	40,42/01;8,9,22,34,39/02	97391	5	39,49,52/01;21/02
95146	14	45,46,51/01;7,10,19,36, 38,39,40,41,44,46,47/02	96763	7	52/01;29,43/02	97200	9	52/01;11/02	97392	14	51,52/01;7,18,21,36,39, 40/02
95147	13	46,51/01;7,39,41,44,45, 46,47/02	96764	2	5,19/02	97202	15	43,44/02	97393	7	52/01;3,8,18,25,39/02
95149	9	39/01;15,18,22,34,36,37, 38,41,43/02	96780	4	4,11/02	97204	9	39,40/01;2,10,28,29, 45/02	97394	3	51/01;21,25/02
95151	17	39,43,45/01;13,15,18,34, 36,37,38,40,44,45/02	96800	4	49*,41/02	97206	2	10,12/02	97400	3	25,26/02
95152	5	37,38/02	96820	4	6/02	97207	3	11/02	97410	8	44,45,49,52/01;11,21/02
95153	2	15,22,34,36,37,38,43/02	96840	3	6,19/02	97218	3	10,21,41/02	97420	17	38,40,43,46,51/01;8,9,21, 34,39,42,47/02
			96860	3	6/02	97219	4	51,52/01;1,10,12,21,25, 31/02	97421	13	45/01;20,35,36/02
			96880	6	6,7,8/02				97423	2	45/01;20,35,36/02
			96881	2	7/02				97425	6	38,40,43,46,52/01;10,34, 39,47/02
			96882	4	51/01;7,8/02				97440	8	20,23,27/02
			96883	9	47,51/01;7/02				97441	5	20,46/02
			96900	4	5,7/02				97460	7	40/01;40/02
			96901	3	5,7,19,27/02						
			96902	2	5,7,45/02						

SECTION I**NM 47/02****CHARTS AFFECTED BY NOTICE TO MARINERS
NM 38/01 THROUGH NM 47/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.			
97461	9	40,42,43,49/01;4,5,21/02			
97465	9	38,40,42,43,49/01;5, 21/02			
97466	2	42,46/01;5,25,46/02			
97469	10	40,42,43,52/01;7,26/02			
97471	5	N42,N43,N52/01;N7, N31/02			
97472	8	42,43/01;6,7,34/02			
97473	7	5/02			
97474	7	43/01;21/02			
97480	7	39/01;12,21,35/02			
97481	6	10,47/02			
97483	7	39/01			
97521	6	19,42/02			
800669	8	N41/01;N20/02			
800744	1	N22/02			
800778	2	N48/01			
801217	1	N42,N43/01;N5,N6,N7, N21/02			
801885	3	N28/02			
801959	2	N46/01;N10/02			
802184	4	N38/01			
802202	8	N14,N23,N31,N35/02			
802260	5	N20/02			
802266	1	N47/01*			
803321	1	N45/01			
803404	2	N26/02			
804037	1	N28/02			
804059	2	N20/02			
804567	4	N17/02			
805647	2	N37/02			
807861	2	N27/02			
808528	1	N25/02			
809310	9	N13,N18,N39/02			
809679	2	N25/02			
809789	2	N48/01			

SECTION II

NM 47/02

NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.				Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date				
REGION 1								
11BCO11429 (7642014010192)	Chatham River To Clam Pass (LORAN-C) Insets A: Naples Bay B: Everglades Harbor (Insets not shown on index) (New edition due to numerous Notice to Mariners corrections)	80,000 30,000 30,000	<u>21</u>	<u>9/02</u>	NOS	1-92	47/02	
11XHA11467 (7642014010255)	West Palm Beach to Miami (New edition due to numerous Notice to Mariners corrections)	40,000	<u>37</u>	<u>9/02</u>	NOS	1-92	47/02	
11XCO11548 (7642014010216)	Pamlico Sound, Western Part (LORAN-C) Continuation of Bay River (New edition due to numerous Notice to Mariners corrections)	80,000 80,000	<u>38</u>	<u>9/02</u>	NOS	1-92	47/02	
12XHA12216 (7642014010363)	Cape Henlopen to Indian River Inlet Inset: Breakwater Harbor (Inset not shown on index) (New edition due to numerous Notice to Mariners corrections)	40,000 10,000	<u>27</u>	<u>9/02</u>	NOS	1-92	47/02	
15XCO15954 (7642014008317)	Can. 7776, Dolphin and Union Strait	150,000		<u>5/97</u>	CHS	1-95	47/02	
MISCELLANEOUS CHARTS AND PUBLICATIONS								
DNCDX005 (7644014482129)	Eastern Australia		<u>8</u>	<u>9/02</u>	DS	10-40, 47	47/02	
SDPUB160 (7642014009035)	<u>South Atlantic Ocean and Indian Ocean (Planning Guide),</u> <u>2002</u>				GPO	10-22	47/02	

Price Categories effective 1 October 2002

A 17.75	E 9.00	G 4.50	I 26.25
D 10.75	F 9.00	H 2.50	R 2.50

CHS Canadian Hydrographic Service

DS Distribution Limited

GPO Government Printing Office

NOS National Ocean Service

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Note: New editions cancel former editions. They include corrections published in the Notice to Mariners prior to the effective date of the new editions and/or important corrections from other sources. Mariners are warned against the use of obsolete charts and publications as new editions contain information essential to safe navigation; however, such new editions are not valid until their availability is announced in the weekly Notice to Mariners.

SECTION II
NAVIGATION PUBLICATIONS

NM 47/02

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 45/02

Page 45—Line 1/L; insert after:

Advance Notice of Arrival

A 96-hour advance notice of arrival is required for the following vessels:

1. Vessels of 500 gross tons and over.
2. Vessels engaged in towing or pushing another vessel, when the combined tonnage of the vessel and the vessel being towed or pushed is 500 gross tons and over.
3. Vessels carrying polluting or dangerous cargo, or are engaged in towing or pushing a vessel carrying polluting or dangerous cargo.

Vessels must request clearance 96 hours prior to entering Canadian waters from seaward. If the time of arrival of the vessel in Canadian waters is less than 96 hours after the vessel departed its last port of call, the advance notice should be sent as soon as practicable.

(BA NM 45/01, Section IV)

47/02

Page 52—Line 1/L to Page 55—Line 6/R; read:

Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Western Canada.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
 - a. Leave a VTS Zone.
 - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
 - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the

vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable

PUB 120 (Continued)

to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Western Canada.—The Western Canada VTS Zone consists of all Canadian waters on the W coast of Canada and referred to in the *Vessel Traffic Services Zone Regulations*.

Local Zones.—West Coast VTS Local Zones have been established for traffic to Prince Rupert, Tofino, and Vancouver. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Western Canada Offshore.—With respect to Western Canada VTS Zones, the *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call, as follows:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Participation is mandatory; however, vessels between 300 and 500 gross tons are also encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Vessel Traffic Services Zone Regulations*.

Non-routine reports.—Pursuant to the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

Offshore Report

The *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call. The following information may be required:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).

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9. The estimated time that the ship will enter the VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The intended route the ship.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

V6B 5G3

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
MIKE	ISM, if applicable, and if any issued to the vessel: <ol style="list-style-type: none"> 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate <ol style="list-style-type: none"> (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: <ol style="list-style-type: none"> (a) What is the date of issue? (b) What is the date of expiration?

CVTS Advance Report

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through Canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

Twenty-four hours prior to entering the territorial waters of the west coast of Canada all vessels 300 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel to CVTS OFFSHORE in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by telephone: (604) 666-6011.
4. Directly to CVTS Offshore by fax: (604) 666-8453.
5. Directly to Vancouver MCTS Center via E-mail: MCTSRMIC@ATTMAIL.COM
6. By mail:
Vancouver MCTS Center
350-555 West Hastings
Vancouver, British Columbia

SECTION II

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PUB 120 (Continued)

Designator	Required Information	Designator	Required Information
NOVEMBER	Vessel MMSI number.	WHISKEY	For approaches to Juan de Fuca Strait: Ballast water—if in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. Made the required notification and reports to Canada/United States as applicable? YES or NO. Notification/Reports required by: United States—U. S. Coast Guard—fax: (301) 261-4319. Canada—Destination port: Vancouver—fax: (604) 665-9099. Fraser—fax: (604) 524-1127. Nanaimo—fax: (250) 753-4899.
OSCAR	Maximum present static draft.		For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia: Ballast water—if in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO.
PAPA	1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable). 3. If a tank vessel, indicate whether loaded.		
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.		
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.		
SIERRA	On scene weather, if severe.		
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.		
UNIFORM	Vessel gross tonnage.		

PUB 120 (Continued)

Designator	Required Information
XRAY	<p>If bound for a Canadian port, expiration date of:</p> <ol style="list-style-type: none"> 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.

5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

(Can Radio Aids to Marine

Navigation (West), Part 3)

47/02

PUB 127 6 Ed 2000

LAST NM 41/02

Page 191—Line 7/L; insert after:

An alternative preferred route, best seen on the chart, continues SW, beyond Vigilant Channel, for about 8 miles, then heads more WSW between **Ackers Shoal** ($10^{\circ}18.5'S.$, $142^{\circ}48.8'E.$) and **Kirkcaldie Reef** ($10^{\circ}20'S.$, $142^{\circ}50'E.$), which is marked with a racon. The route continues 22 miles towards East Strait Island.

(US CH 74294)

47/02

PUB 140 2 Ed 2001

LAST NM 46/02

Page 9—Line 8/L; insert after:

Mined Areas

(NIMA)

10

47/02

PUB 140 (Continued)

Page 10—Line 14/L; insert after:

Mined Areas

Mines are occasionally detonated off the Belgian coast in a circular area, with a radius of 4 miles, centered on position 51°29.1'N, 2°50'E. Shipping will be notified on VHF channel 16 and are strongly requested to avoid the danger area from 2 hours before until just after the detonation.

(Neth Annual Notice No. 32 of 2002) 47/02

Page 15—Line 17/L; insert after:

Vessel Traffic Service 31
(NIMA) 47/02

Page 17—Line 4/R; insert after:

New table titled **Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance** from back of this Subsection.

(Can Annual Notice No. 6 of 2002) 47/02

Page 17—Line 4/R; insert after:

Ice Navigation, Routing, and Requests for Icebreaker Assistance

During the winter navigation season, a system for providing ice navigation and routing information is provided to ships intending to transit or operate off the E coast of Canada and the waters of the Gulf of St. Lawrence. Access to this service can be obtained by contacting the Eastern Canada Traffic System (ECAREG CANADA).

Information on ice conditions is also available for vessels in Newfoundland waters, as well as the coast of Labrador and Hamilton Inlet.

In the St. Lawrence River W of longitude 66°W to Montreal, vessel movement is under the control of the Vessel Traffic Services (VTS) system. During the winter navigation season, information concerning recommended ice routes, ice conditions, and icebreaker assistance is provided by the Traffic Centers at Escoumins, Quebec, and Montreal.

Contact information for the above systems can be seen in the accompanying table.

(Can Annual Notice No. 6 of 2002) 47/02

Page 18—Line 38/L to Page 23—Line 46/R; strike out.

(Canada Radio Aids to Marine
Navigation (East), Part 3) 47/02

Page 31—Line 2/R; insert after:

Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.

2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.

3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:

- a. Leave a VTS Zone.
- b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
- c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.

4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

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A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Eastern Canada.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60°N latitude and in the St. Lawrence River E of the meridian of 66°W longitude, except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada.—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60°N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70°N latitude and E of the meridian of 139°W longitude.

Local Zones.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax,

Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Eastern Canada VTS Zone (ECAREG).—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Arctic Canada VTS Zone (NORDREG).—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

Non-routine reports.—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be

PUB 140 (Continued)

made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.

10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.

19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.

20. The name of the Canadian or United States agent of the ship.

21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

ECAREG Zone Reports

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

Arrival at a Berth.—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance

PUB 140 (Continued)

to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

NORDREG Zone Reports

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society,

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

Arrival at a Berth.—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

1600 UTC Report.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

ECAREG/NORDREG Reporting Contacts

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

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Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

Variations

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. Formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
ECAREG				
St. John's MCTS Center	(709) 772-2083	016-4530	(709) 772-5369	CCGTC SNF
Halifax MCTS Center	(902) 426-9750	019-22510	(902) 426-4483	CCG MRHQ DRT
Riviere-au-Renard MCTS Center	(418) 269-5686	316-0025	(418) 269-5514	—
NORDREG				
Iqaluit MCTS Center*	(867) 979-5724	063-15529	(867) 979-4236	NORDREG CDA

*Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center.

(Canada Radio Aids to Mariner
Navigation (East), Part 3) 47/02

Page 159—Line 4/R; insert after:

As a consequence of their special construction, some warships of The Netherlands cannot comply with the requirements regarding the number and installation of their navigational lights mentioned in Regulations 23, 24, and 27, and Appendix I of the *Rules for the Prevention of Collisions at Sea* (1972).

(Neth Annual Notice No. 9 of 2002) 47/02

Page 159—Line 8/R to Page 160—Line 47/R; read:

Firing Areas**Petten**

Two firing practice areas are located in this vicinity, as follows:

1. Firing practice with artillery takes place from position 52°47.1'N, 4°40.3'E. The firing area consists of a danger sector between 254° and 327° or between 327° and 000°, measured from the battery, over a maximum distance of 9 miles.

When firing is in progress, two red flags will be hoisted as a warning signal, one near beach pole 19 and the other about 300m further N.

2. Firing practice with artillery takes place from one of four battery positions on a line joining the following positions:

- a. 52°47.7'N, 4°40.3'E.
- b. 52°47.8'N, 4°41.0'E.

The firing area consists of a danger sector between 225° and 345°, measured from the battery, over a maximum distance of 14 miles.

When firing is in progress, the Netherlands flag will be flown from a flagstaff on the radar tower (52°47.7'N, 4°40.5'E.) as a warning signal. Red flags will also be displayed on the dunes N and S of the battery and on the shore.

Zeegat van Texel

Anti-aircraft artillery firing takes place on the North Sea coast between Den Helder and Callantsoog, from the following firing ranges:

1. **Falga.**—A danger sector between 205° and 335°, with a radius of 15,000m, from position 52°55'12"N, 4°43'06"E.

2. **Botgat.**—A danger sector between 220° and 330°, with a radius of 15,000m, from the position 52°52'30"N, 4°42'48"E.

The two danger sectors above are included in one unsafe circular area centered at 52°55'12"N, 4°43'06"E, with a radius of 21,000m, and bounded by:

1. On the N side by the bearing 335°.

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2. On the W side by the arc of the circle.
3. On the S side by the bearing 182°.
4. On the E side by the North Sea coast.

Dates and times of firings will be announced as early as possible in the Dutch Notice to Mariners.

At each of the firing ranges, warning signals will be given, as follows:

1. By day—A red flag from 1 hour before commencement of the exercises to their completion.
2. By night—Three lights, green, red, green, vertically disposed.

West of Haaksgronden

An anti-aircraft firing practice range bounded by 53°05'N and 53°13'N, and 3°45'E and 4°10'E.

Zeegat van Texel—W of Kaap Hoofd

Firing practice involving artillery and machine guns at air and sea targets takes place at the following areas:

1. A danger sector with a radius of 10 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 265° and 337°.
2. A danger sector with a radius of 1.6 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 260° and 010°.

A red flag is hoisted on a radar signal mast during firings; the flag is lowered upon completion of the exercises.

IJsselmeer—Breezanddijk

Artillery firing takes place within the area bounded by a line joining the following positions:

- a. 53°01'04.2"N, 5°12'28.2"E.
- b. 52°53'42.2"N, 5°15'55.2"E.
- c. 52°53'25.2"N, 5°11'06.2"E.
- d. 52°48'36.2"N, 5°10'11.2"E.
- e. 52°48'44.2"N, 5°07'28.2"E.
- f. 52°50'50.2"N, 5°07'44.2"E.
- g. 52°55'57.2"N, 5°03'28.2"E.

The firing dates will be announced by NAVTEX.

Vlieland—Viliehors

Firing practice from aircraft at ground targets takes place in a sector area centered at 53°14.4'N, 4°55.3'E, with a radius of 4 miles, between the bearings 275° and 355°.

This area is normally used during daylight hours only if the visibility is greater than 2 miles. When the red warning flag is hoisted, vessels should remain at least 2,000m outside the LW mark and not remain in the the area any longer than necessary for direct passage. Range Control, call sign Vliehors Range Control, can be contacted on VHF channel 74.

Waddenze—Southeast of Vlieland

Firing practice with armor-piercing and high explosive shells, and automatic firearms, takes place in an area bounded by a line joining the following positions:

- a. 53°14'57.3"N, 4°58'48.1"E.
- b. 53°10'12.3"N, 5°06'13.1"E.
- c. 53°07'36.3"N, 4°55'13.1"E.
- d. 53°10'39.3"N, 4°55'53.1"E.

- e. 53°11'02.1"N, 4°53'20.9"E.
- f. 53°14'32.1"N, 4°55'02.9"E.

Warning signals are shown, as follows:

1. One black ball—Firing will occur that day.
2. Two black balls—Firing will commence immediately.

Firing exercises are normally conducted Monday through Friday between September 1 and April 15. Flares may be observed during firing exercises conducted at night.

Terschelling—Ameland

Firing practice from aircraft at targets towed from other aircraft takes place in the area bounded by a line joining the following positions:

- 1. North of Terschelling**
- a. 53°23'25.3"N, 5°11'35.2"E.
- b. 53°26'27.3"N, 5°10'25.1"E.
- c. 53°29'27.3"N, 5°31'25.1"E.
- d. 53°27'11.3"N, 5°32'17.2"E.

- 2. North of Ameland**

- a. 53°26'42.3"N, 5°36'55.2"E.
- b. 53°28'32.3"N, 5°34'10.1"E.
- c. 53°29'57.4"N, 5°33'55.1"E.
- d. 53°31'22.4"N, 5°55'20.2"E.
- e. 53°27'57.4"N, 5°55'55.2"E.
- f. From there along the N coast to the origin above.

The possibility of exercises being conducted in these areas should be considered when weather conditions are good.

Lauwersmeer—Marnewaard

Firing practice takes place in an area bounded by a line joining the following positions:

- a. 53°24'34.6"N, 6°14'10.5"E.
- b. 53°24'42.6"N, 6°14'08.5"E.
- c. 53°25'25.2"N, 6°14'50.2"E.
- d. 53°25'59.0"N, 6°19'45.0"E.
- e. 53°25'08.9"N, 6°19'57.7"E.
- f. 53°24'18.8"N, 6°20'09.9"E.
- g. 53°24'01.0"N, 6°15'11.8"E.

Firing exercise may be held daily from 0800 until 2300. The above positions are each marked by a lighted beacon, showing lights, as follows:

1. Firing in progress—AIWR1s
2. No firing—FLY10s

North Sea—North of the Wadden Islands

Firing practice from aircraft at airborne targets takes place in an area bounded by a line joining the following positions:

- a. 53°59'57.4"N, 4°45'55.1"E.
- b. 53°59'57.4"N, 6°06'21.2"E.
- c. 53°51'03.4"N, 6°13'53.2"E.
- d. 53°37'35.3"N, 5°06'55.1"E.
- e. 53°35'57.4"N, 4°45'55.1"E.

These firing practices, which normally occur from sunrise to sunset, may constitute a danger for vessel traffic.

(Neth Annual Notice Nos. 33 to 44 of 2002) 47/02

Page 160—Line 47/R; insert after:

New graphic titled **Firing and Exercise Areas** from back of

PUB 140 (Continued)

this Subsection.
(Neth HP1)

47/02

Page 161—Lines 12/L to 20/R; read:

Mined Areas

Practice mines are laid off the Belgium and Netherlands coasts in a number of fixed Mine Exercise Areas, as follows:

NB1 (West Hinder)

Area enclosed by a line joining the following positions:

- a. 51°29'52.2"N, 2°44'55.1"E.
- b. 51°26'45.0"N, 2°44'55.1"E.
- c. 51°26'45.0"N, 2°35'31.1"E.
- d. 51°28'52.2"N, 2°35'31.1"E.

NB4 (Schouwenbank)

A circular area with a radius of 2 miles centered on position 51°49'27.1"N, 3°08'25.1"E.

NB6 (Westgat)

A circular area with a radius of 1.5 miles centered on position 51°39'57.1"N, 3°34'55.2"E.

NB7 (Everingen)

Area enclosed by a line joining the following positions:

- a. 51°24'21.1"N, 3°44'49.3"E.
- b. 51°23'39.1"N, 3°46'43.3"E.
- c. 51°23'03.0"N, 3°46'07.3"E.
- d. 51°23'45.0"N, 3°44'13.3"E.

NB8 (Molengat)

A circular area with a radius of 1.5 miles centered on position 53°05'57.2"N, 4°36"E.

NB9 (Goeree)

A circular area with a radius of 1 mile centered on position 51°54'27.1"N, 3°43'35.4"E.

NB10 (Wenduinebank)

Area enclosed by a line joining the following positions:

- a. 51°20'31.8"N, 2°55'25.2"E.
- b. 51°18'31.8"N, 2°55'07.2"E.
- c. 51°18'39.0"N, 2°53'31.2"E.
- d. 51°20'37.8"N, 2°53'50.4"E.

The above area is used only for mine hunting exercises.

NB11 (South of Dogger Bank)

A depth charge exercise area is established S of Dogger Bank at approximately 85 miles NW of Den Melder. The area is enclosed by a line joining the following positions:

- a. 53°58'57.3"N, 2°52'54.9"E.
- b. 53°58'57.3"N, 2°58'54.9"E.
- c. 53°55'57.3"N, 2°58'54.9"E.
- d. 53°55'57.3"N, 2°53'54.9"E.

NB12 (Callantsoog)

Area enclosed by a line joining the following positions:

- a. 52°53'57.2"N, 4°22'55.1"E

- b. 52°53'57.2"N, 4°39'55.1"E.
- c. 52°49'57.2"N, 4°29'55.1"E.
- d. 52°49'57.2"N, 4°22'55.1"E.

NB13 (Egmond)

Area enclosed by a line joining the following positions:

- a. 52°37'57.2"N, 4°22'55.1"E.
- b. 52°37'57.2"N, 4°29'55.1"E.
- c. 52°33'57.2"N, 4°29'55.1"E.
- d. 52°33'57.2"N, 4°22'55.1"E.

(Neth Annual Notice No. 31 of 2002)

47/02

Page 161—Line 30/R; insert after:

New graphic titled **Mine Exercise Areas** from back of this Subsection.

(Neth HP1)

47/02

Page 161—Lines 32 to 33/R; read:

Compulsory pilotage in the Netherlands depends on the destination, the fairway, the vessel's measurements, the cargo, and if exemption/dispensation has been given to certain vessels.

Fairways with compulsory pilotage and fairways with adhoc compulsory pilotage are shown in the accompanying graphic. Exceptions to compulsory pilotage are given in the accompanying table.

In some cases, the pilot will be unable to board to perform pilotage duties, as follows:

1. Due to bad weather conditions.
2. If the design of the vessel does not allow the pilot to embark offshore.
3. Other extraordinary circumstances.

Unless prohibited by the harbormaster, shore-based pilotage will take place, in the above-mentioned circumstances, by VHF, but only on the open water sea routes. In general, the pilot will be able to board the vessel once the vessel is inside.

(BA NM 38/02, Section VI; Neth HP1)

47/02

Page 161—Line 33/R; insert after:

New table titled **Exemptions to Compulsory Pilotage** from back of this Subsection.

(30(383)02 's-Gravenhage)

47/02

Page 161—Line 33/R; insert after:

New graphic titled **Compulsory Pilotage Areas** from back of this Subsection.

(Neth HP1)

47/02

PUB 153 9 Ed 2000**LAST NM 46/02**

Page 49—Lines 9 to 10/R; strike out.

(NIMA)

47/02

Page 49—Lines 15 to 17/R; read:

controlling depth of 13m, although there is a charted depth of 8.1m on the range line in the entrance to San Pedrito.

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Berthing facilities are described in the accompanying table.

San Pedrito Berthing Facilities		
Wharf	Length	Max. draft
San Pedrito A	450m	11.9m
San Pedrito B	600m	11.9m
San Pedrito C	685m	11.9m
Container Terminal	250m	11.0m

(Guide to Port Entry; Lloyd's Ports;
US NM 44/21342/02) 47/02

Page 70—Lines 40 to 42/L; read:
entry is restricted by the tide and vessel's draft. The vessel's ETA should be sent 72 hours, 48 hours, and 24 hours in advance. Vessels should establish VHF contact with the pilot 2 hours before arrival. Pilots board about 2 to 2.5 miles

(BA NP 286(5)) 47/02

Page 71—Line 49/R; read:
pilot, who is also the loading master, on VHF or by sounding three long blasts on the ship's whistle at intervals. The pilot boards

(BA NP 286(5)) 47/02

Page 94—Line 15/R; insert after:

It has been reported (2002) that Pier 1 is used mainly by tank vessels, Pier 2 is used mainly by U.S. Navy vessels transiting the canal, and Pier 3 is used by the Panamanian Coast Guard.

(PUBS 035/02) 47/02

PUB 161 **8 Ed 2002** **LAST NM 44/02**

Page 128—Lines 5 to 6/L; read:
position 13°09.5'N, 100°52.0'E for vessels entering the port.
For vessels heading to the oil terminal, pilots board within a
1 mile radius of position 13°07'N, 100°52'E.

(BA NP 286(4)) 47/02

PUB 180 **3 Ed 2002** **LAST NM 42/02**
Page 37—Line 20/L; strike out.
(NIMA) 47/02

Page 50—Lines 6 to 9/L; read:
P.O. Box 189
Iqaluit, N.W.T. X0A 0H0
Telephone: (819) 979-5724 or (819) 979-5769
Facsimile: (819) 979-4236 or (819) 979-4264
(Can Annual Notice No. 6 of 2002) 47/02

Page 50—Line 53/L; insert after:

Ice Regime Routing Message

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations (ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. (See Vessel Traffic Service for further information on NORDREG.) This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:

1. Ship name.
 2. Ship call sign and IMO number.
 3. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
 4. Date and UTC time.
 5. Ship's current position, course, and speed.
 6. Anticipated destination.
 7. Intended route.
 8. A listing of the ice regimes and their associated Ice Numerals.
 9. Source(s) of ice information.
 10. Any other pertinent information or comments.
 11. Name of any escorting vessel.
 12. Name(s) of the Ice Navigator(s) on board.

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an After Action Report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine
Prairies & Northern Region—ANMS
Transport Canada, Place de Ville, Tower "C"
330 Sparks Street, 14th Floor
Ottawa, Ontario
K1A 0N5
Facsimile: (613) 991-4818

The After Action Report should include:

1. Ship name.
 2. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
 3. A description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
 4. Copies of the ice information used.
 5. Escort information, if applicable.
 - a. Duration of the escort.
 - b. Ice regime under escort.
 - c. Characteristics of the track.
 6. Weather conditions and visibility.
 7. Any other important information.

(Can Annual Notice No. 6 of 2002) 47/02

PUB 180 (Continued)

Page 51—Lines 26 to 27/R; read:

Contact details can be found under Vessel Traffic Service.
(NIMA) 47/02

Page 52—Lines 9/L to 21/R; read:

Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
 - a. Leave a VTS Zone.
 - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
 - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Eastern Canada.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60°N latitude and in the St. Lawrence River E of the meridian of 66°W longitude, except

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the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada.—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60°N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70°N latitude and E of the meridian of 139°W longitude.

Local Zones.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Eastern Canada VTS Zone (ECAREG).—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Arctic Canada VTS Zone (NORDREG).—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

Non-routine reports.—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.

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13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

ECAREG Zone Reports

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

Arrival at a Berth.—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

NORDREG Zone Reports

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society, shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

Arrival at a Berth.—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of

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arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

1600 UTC Report.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under ECAREG/NORDREG Information Requirements shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

ECAREG/NORDREG Reporting Contacts

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.

9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

Variations

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
ECAREG				
St. John's MCTS Center	(709) 772-2083	016-4530	(709) 772-5369	CCGTC SNF
Halifax MCTS Center	(902) 426-9750	019-22510	(902) 426-4483	CCG MRHQ DRT

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ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
Riviere-au-Renard MCTS Center	(418) 269-5686	316-0025	(418) 269-5514	—
NORDREG				
Iqaluit MCTS Center*	(867) 979-5724	063-15529	(867) 979-4236	NORDREG CDA

*Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center.

(Can Radio Aids to Marine Navigation (East), Part 3)	47/02	Page 382—Paragraph 79, lines 4 to 5; read: turning basin at the marina. In March 2002, 8 feet was reported in the approach and in the ... (CL 1207/02)	47/02
Page 55 to Page 58; strike out. (NIMA)	47/02	Page 383—Paragraph 91, lines 11 to 15; read: April 2002, the reported approach depth was 7 feet to the marina. Berths with electricity and pump-out station are available. (CL 1448/02)	47/02
COAST PILOT CORRECTIONS			
COAST PILOT 5	29 Ed 2002	Change No. 32	
		LAST NM 42/02	
Page 101—Paragraph 1957, line 9; read: Coast Guard, Marine Environmental Protection Division (GMWV), ... (FR 06/18/02)	47/02	Page 383—Paragraph 93, lines 2 to 7; read: Island. A privately marked channel, with a depth of 5 feet was reported in April 2002, leads to a marina and boatyard W of Mile 90.0 where berths, electricity, gasoline, water, ice, and marine supplies are available. A marine railway that can handle vessels to 40 feet and a 10-ton lift are available. (CL 1446/02)	47/02
Page 227—Paragraph 91, lines 6 to 10; read: small craft inside the pier head. In April 2002, 20 feet was reported in the approach channel and 8 feet was reported alongside the berths. Gasoline, diesel fuel, water, ice, electricity, pump-out, and marine supplies are available. (CL 1208/02)	47/02		
Page 249—Paragraph 141, lines 5 to 10; read: entrance to the creek was closed to navigation. In 1999, the reported depth inside the creek was 6 feet. U.S. Route 98 highway bridge, on the E branch of the creek about 0.3 mile above the entrance, has a fixed span with a reported clearance of 13 feet. Two marinas are on the E branch above the bridge. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out, and marine supplies are ... (CL 1933/99)	47/02	COAST PILOT 6	32 Ed 2002
			Change No. 12
			LAST NM 45/02
Page 253—Paragraph 224, lines 9 to 12; read: Berths, electricity, gasoline, diesel fuel, water, ice, and pump-out are available; lift to 35-tons for hull, engine, and radio repairs, or open and covered storage. In March 2002, 8 feet was ... (CL 806/02)	47/02	Page 195—Paragraph 614, lines 5 to 10; read: and a 291.8° lighted range. In August 2000-May 2002, the controlling depths were 18.4 feet in the entrance channel and through the mouth of the river to the overhead power cables 0.75 mile above the mouth; thence in May 2002, 14.0 feet (17.7 feet at midchannel) to the turning basin (except for gradual shoaling to 8.3 feet at the head of the project), thence 16.2 to 18.0 feet in the turning basin (except for lesser depths in the NW and SW corners and along the W edge.) The channels in ... (DDs 1526-28; DDs 3226-31)	47/02
Page 381—Paragraph 70, lines 8 to 11; read: depth of 4 feet in September 2002, leads to the facilities. A boatyard has an 80-ton marine lift for hull, engine, and radio repairs. (NOS 11425)	47/02	Page 222—Paragraph 125, lines 3 to 10; read: Western Railroad bridge. In July 2002, the controlling depths were 5.3 feet (11.8 feet at midchannel) from the mouth of the river to the 10 th Street bridge, thence 3.2 feet (6.4 feet at mid-channel) to the Grand Trunk Western Railroad bridge, thence 0.9 feet in the left half and 2.9 feet in the right half of the channel to the head of the dredged channel. Above the dredged channel, a midchannel depth of 2.2 feet was available to the Black River Canal. The channel is subject to shoaling. St. ... (DDs 3260-66)	47/02
		Page 227—Paragraph 54, lines 4 to 7; read: buoys and by lights on the outer ends of the breakwaters. In May 2002, the controlling depths were 5.2 feet (6.4 feet at	

COAST PILOT 6 (Continued)

midchannel) in the entrance channel and to the harbor basin, thence 5.0 to 8.0 feet in the basin,

(DD 3188)

47/02

Page 230—Paragraph 103, lines 7 to 9; read:

2002, the controlling depths were 1.1 feet in the right half and 5.9 feet in the left half of the entrance channel to the mouth of the river, thence 6.1 feet to the head of the project (except for shoaling to 2.5 feet in the left outside quarter of the channel near the mouth of the river.)

(DDs 3106-07)

47/02

Page 235—Paragraph 198, lines 4 to 7; read:

ends of the piers are marked by lights; a fog signal is at the N light. In July 2002, the controlling depths were 7.0 feet (7.9 feet at midchannel) in the entrance channel and between the piers to the boat ramp on the S side of the channel, thence 3.4 feet to the bridge.

(DD 3239; LL/02)

47/02

Page 257—Paragraph 153, lines 1 to 5; read:

In July 2002, the controlling depths were 11.2 feet in the entrance, between the breakwater and pier, to the anchorage area, thence 8.0 to 10.0 feet in the anchorage area (except for lesser depths along the N and NW edges), thence 6.0 feet in the channel to the mouth of the ...

(DD 3187)

47/02

Page 261—Paragraph 237, lines 4 to 7; read:

In July 2002, the controlling depth was 9.6 feet (11.6 feet at midchannel) in the entrance and between the piers to the lake. The NE corner of the entrance channel off the N pier is shoal to 4.1 feet. Currents in the channel attain velocities ...

(DD 3233; LL/02)

47/02

Page 262—Paragraph 247, line 6; read:

In June 2002, the controlling depth was 8.3 feet (8.8 feet at ...

(DD 3234)

47/02

Page 271—Paragraph 334, lines 1 to 2; read:

In March-June 2002, the controlling depth was 9.2 feet (10.8 feet at midchannel) in the entrance channel between the ...

(DDs 3112-15)

47/02

Page 273—Paragraph 357, lines 1 to 11; read:

In May-June 2002, the controlling depths were 18.8 feet (21.0 feet at midchannel) in the approach channel, between the piers and to the CSX Railroad bridge (except for shoaling to 11.2 feet in the right outside quarter of the channel, just NW of the Waterfront Marina entrance and shoaling to 15.2 feet in the right half of the channel just below the CSX Railroad bridge), thence 11.6 feet (15.7 feet at midchannel) to the junction with Paw Paw River, thence 10.8 feet (12.4 feet at midchannel) in the canal to the head of the project. The turning basin on the N side of the channel had depths of 11.0 to 14.0 feet.

(DDs 3267-69)

47/02

COAST PILOT 6

32 Ed 2002

Change No. 13

Page 240—Paragraph 282, lines 4 to 7; read:

through a dredged entrance channel from the NW. In June 2002, the controlling depths were 7.7 feet (8.5 feet at mid-channel) in the entrance to the basin, thence 7.8 to 10.0 feet in the basin. A mooring area ...

(DD 3108)

47/02

Page 243—Paragraph 336, lines 6 to 7; read:

signal is at the outer end of the railroad pier. In June 2002, the controlling depth was 8.0 feet in the entrance.

(DD 3117)

47/02

Page 266—Paragraph 292, lines 9 to 18; read:

March-June 2002, the controlling depths were 14.9 feet in the left outside quarter, 17.9 feet in the right outside quarter, and 21.0 feet at midchannel in the entrance and between the piers to the junction with South Channel (except for shoaling to 7.3 feet in the right half of the channel at the entrance to South Channel and shoaling to 3.2 feet directly across from the municipal marina in about 43°04'00"N., 86°14'11"W.), thence 8.7 feet (12.6 feet at midchannel) to the railroad bridge at Ferrysburg, thence 9.4 to 11.2 feet in the turning basin; thence in 1978, 15 feet from the railroad bridge to ...

(DDs 3047-50)

47/02

Page 354—Paragraph 64, lines 4 to 6; read:

breakwaters are marked by lights. In June 2002, the controlling depths were 6.3 feet in the entrance channel and between the breakwaters to the basin, thence 9.6 to 12.0 feet in the basin.

(DD 3110)

47/02

Page 354—Paragraph 70, lines 4 to 6; read:

the breakwaters are marked by lights. In June 2002, the mid-channel controlling depth was 1.8 feet through the entrance and stilling basin to the lake. The channel is subject to extensive shoaling.

(DD 3111)

47/02

Page 356—Paragraph 108, lines 5 to 6; read:

basin. In July 2002, the controlling depth was 25.5 feet in the basin with lesser depths along the N and E edges.

(DD 3271)

47/02

Page 356—Paragraph 121, lines 5 to 7; read:

extends from shore on the W side of the basin. In July 2002, the controlling depths were 30 feet in the approach to the basin from Lake Superior, thence 25.5 feet in the basin.

(DD 3272)

47/02

Page 357—Paragraph 133, lines 4 to 7; read:

marked by a daybeacon and a light, respectively. In July

COAST PILOT 6 (Continued)

2002, the midchannel controlling depth was 6.3 feet in the entrance channel to the basin, thence 9.2 feet in the basin (except for shoaling to 5.8 feet along the NE edge.)

(DD 3270) 47/02

Page 360—Paragraph 180, lines 5 to 11; read:

NE from the inner basin upstream in the river for about 350 feet. In June 2002, the controlling depths were 2.7 feet in the entrance and between the breakwaters to the basin, thence 8.3 to 10.0 feet in the basin (except for lesser depths along the N edge), thence 1.8 feet in the extension channel to the head of the project.

(DD 3054; NOS 14964) 47/02

Page 361—Paragraph 213, lines 6 to 8; read:

2002, the controlling depths were 10.2 feet in the left half and 16.0 feet in the right half of the dredged channel in the entrance and between the piers to the bridge (except for shoaling to 10.3 feet in the right half of the channel just below the bridge.) Shoaling in ...

(DD 3232) 47/02

COAST PILOT 6 32 Ed 2002 Change No. 14

Page 48—Paragraphs 575 to 577; read:

§117.647 Saginaw River.

(a) The draws of the Lake State Railways railroad bridge, mile 3.10 at Bay City, and the Central Michigan railroad bridge, mile 4.94 at Bay City, shall open on signal; except that, from December 16 through March 15, the draws shall open on signal if at least 12 hours advance notice is provided.

(b) The draws of the Independence bridge, mile 3.88, Liberty Street bridge, mile 4.99, Veterans Memorial bridge, mile 5.60, and Lafayette Street bridge, mile 6.78, all in Bay City, shall open on signal from March 16 through December 15, except as follows:

(FR 7/30/02) 47/02

Page 48—Paragraphs 580 to 581; read:

(3) From 8 a.m. to 8 p.m. on Saturdays, Sundays, and Federal holidays, the draws of the Independence and Veterans Memorial bridges need not be opened for the passage of pleasure craft except from three minutes before to three minutes after the hour and half-hour.

(4) From 8 a.m. to 8 p.m. on Saturdays, Sundays, and Federal holidays, the draws of the Liberty Street and Lafayette Street bridges need not be opened for the passage of pleasure craft, except from three minutes before to three minutes after the quarter hour and three-quarter hour.

(FR 7/30/02) 47/02

Page 48—Paragraphs 583 to 585; read:

(c) The draw of the CSX railroad bridge, mile 18.0, need not be opened for the passage of vessels. The owner shall

return the draw to an operable condition within a reasonable time when directed by the District Commander to do so.

(d) The draw of the Grand Trunk Western railroad bridge, mile 19.2, need not be opened for the passage of vessels. (FR 7/30/02) 47/02

Page 175—Paragraph 357, lines 1 to 2; read:

Cleveland Harbor Main Entrance Light (41°30'32"N., 81°43'04"W.), 63 feet above the water, is shown from a white conical ...

(04/02 CG9; LL/02) 47/02

Page 211—Paragraph 16, line 6; read:

buoys, and its lower end by a **227.8°** lighted range NE of ... (LL/02) 47/02

Page 212—Paragraph 25, line 6; read:

297.3° lighted range. In 2002, the reported depth ... (CL 1309/02; LL/02) 47/02

Page 280—Paragraph 432; read:

Indiana Harbor East Breakwater Light (41°40'51"N., 87°26'28"W.), 49 feet above the water, is shown from a square tower on the E side of the entrance channel; a seasonal fog signal is at the light.

(04/02 CG9; LL/02) 47/02

Page 314—Paragraph 756, lines 9 to 11; read:

repairs. A detached crescent-shaped breakwater, marked at each end by a private daybeacon, is 300 feet N of the Municipal Passenger Pier.

(CL 1848/01) 47/02

**COAST PILOT 8 24 Ed 2002 Change No. 11
LAST NM 46/02**

Page 80—Paragraph 1447, line 7; read:
will be used to grant administration benefits.

TITLE 50-WILDLIFE AND FISHERIES

Part 224—Endangered Marine and Anadromous Species

§224.103 Special prohibitions for endangered marine mammals.

(b) *Approaching humpback whales in Alaska*—(1) *Prohibitions.* Except as provided under paragraph (b)(2) of this section, it is unlawful for any person subject to the jurisdiction of the United States to commit, to attempt to commit, to solicit another to commit, or cause to be committed, within 200 nautical miles (370.4 km) of Alaska, or within inland waters of the state, any of the acts in paragraphs (b)(1)(i) through (b)(1)(iii) of this section with respect to humpback whales (*Megaptera novaeangliae*):

(i) Approach, by any means, including by interception (i.e., placing a vessel in the path of an oncoming

COAST PILOT 8 (Continued)

humpback whale so that the whale surfaces within 100 yards (91.4 m) of the vessel), within 100 yards (91.4 m) of any humpback whale;

(ii) Cause a vessel or other object to approach within 100 yards (91.4 m) of a humpback whale; or

(iii) Disrupt the normal behavior or prior activity of a whale by any other act or omission, as described in paragraph (a)(4) of this section.

(2) *Exceptions.* The following exceptions apply to this paragraph (b), but any person who claims the applicability of an exception has the burden of proving that the exception applies:

(i) Paragraph (b)(1) of this section does not apply if an approach is authorized by the National Marine Fisheries Service through a permit issued under part 222, subpart C, of this chapter (General Permit Procedures) or through a similar authorization.

(ii) Paragraph (b)(1) of this section does not apply to the extent that a vessel is restricted in her ability to maneuver and, because of the restriction, cannot comply with paragraph (b)(1) of this section.

(iii) Paragraph (b)(1) of this section does not apply to commercial fishing vessels lawfully engaged in actively setting, retrieving or closely tending commercial fishing gear. For purposes of this paragraph (b), commercial fishing means taking or harvesting fish or fishery resources to sell, barter, or trade. Commercial fishing does not include commercial passenger fishing operations (i.e. charter operations or sport fishing activities).

(iv) Paragraph (b)(1) of this section does not apply to state, local, or Federal government vessels operating in the course of official duty.

(v) Paragraph (b)(1) of this section does not affect the rights of Alaska Natives under 16 U.S.C. 1539(e).

(vi) These regulations shall not take precedence over any more restrictive conflicting Federal regulation pertaining to humpback whales, including the regulations at 36 CFR 13.65 that pertain specifically to the waters of Glacier Bay National Park and Preserve.

(3) *General measures.* Notwithstanding the prohibitions and exceptions in paragraphs (b)(1) and (2) of this section, to avoid collisions with humpback whales, vessels must operate at a slow, safe speed when near a humpback whale. "Safe speed" has the same meaning as the term is defined in 33 U.S.C. 2006 and the International Regulations for Preventing Collisions at Sea 1972 (see 33 U.S.C. 1602), with respect to avoiding collisions with humpback whales.

(FR 5/31/01) 47/02

Page 130—Paragraph 400, line 2; read:
about 15 to 22 fathoms (40 m), with Tide Island bearing 209°, ...

(CL 316/02; BPs 176513-14) 47/02

Page 235—Paragraph 135; strike out.

(48/94 CG17; LL/02)

47/02

Page 235—Paragraph 138, line 8; read:
its entrance W of Makhnati Island.

Three detached breakwaters enclose Sitka Harbor from the NW approach the Western Anchorage. The system of breakwaters runs to the SW from the N shore of Western Anchorage, about 0.1 mile SE of Watson Point (57°04.0'N, 135°21.8'W.) The S end of the N breakwater is marked by a light. The middle breakwater, which runs NE and S of **Channel Rock**, is marked by a light at both ends while the S breakwater is marked on its N end by a daybeacon.

(CL 1412/02)

47/02

Page 235—Paragraph 140, lines 2 to 3; read:

objects in the channel W of Harbor Rock between Sitka Harbor Channel Lights 9 and 11. In 1966, shoaling also was reported in the same area; ...

(CL 1412/02)

47/02

Page 235—Paragraph 146, line 6; read:

fathoms, mud bottom, with **Channel Rock** bearing 289°, ...

(CL 1412/02)

47/02

COAST PILOT 8

24 Ed 2002

Change No. 12

Page 54—Paragraph 612, line 9; read:

Office of Vessel Traffic Management (G-MWV), Coast Guard Headquarters, ...

(FR 6/18/2002)

47/02

Page 201—Paragraph 180, lines 3 to 5; read:

breakwaters. In April 2002, depths of 7.0 to 12.0 feet were available in the harbor with shoaling to 5.7 feet along the SE edge. A light at the end of the N breakwater marks the entrance.

(BP 178219)

47/02

Page 202—Paragraph 182, lines 5 to 6; read:

2002, depths of 6.5 to 12.0 feet were available in the N part of the basin and 13.4 to 14.0 feet in the S part. The basin can be entered at ...

(BPs 178210-11)

47/02

Page 237—Paragraph 195, lines 6 to 7; read:

yards, and pass just S of the light marking the S end of the N breakwater protecting the NW approach to Western Anchorage.

(CL 1412/02)

47/02

Page 266—Paragraph 222, lines 10 to 12; read:

two lighted breakwaters. In April 2002, the controlling depth was 15 feet (17 feet at midchannel) in the entrance channel with depths of 10 to 18 feet in the basin. Floats in the basin provide ...

(BP 178436)

47/02

SECTION II**NM 47/02**

17

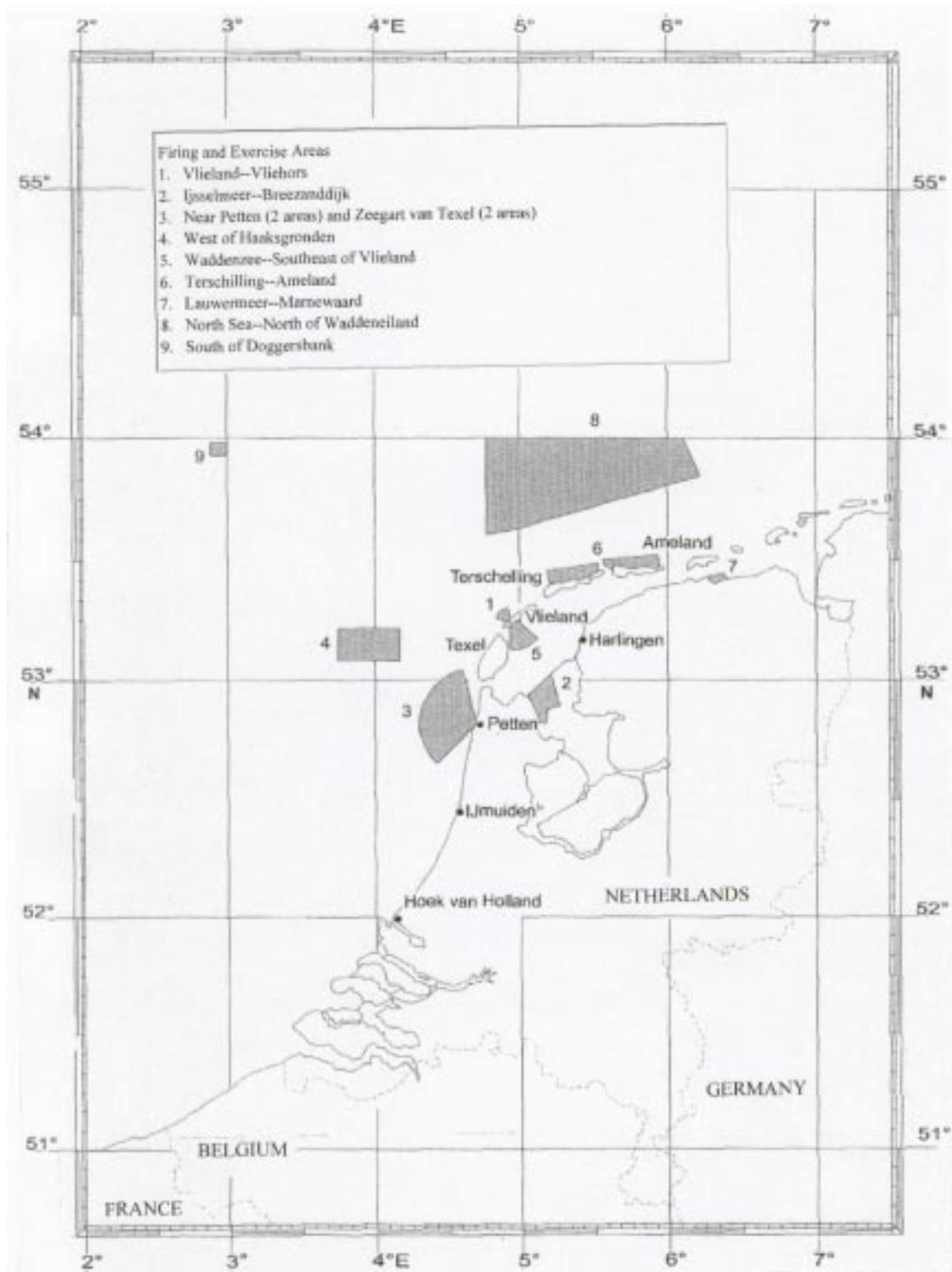
Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance			
	The East Coast of Canada and the Gulf of St. Lawrence	Newfoundland, the Coast of Labrador, and Hamilton Inlet	The St. Lawrence River W of 66°N
Address	Canadian Coast Guard Operations Center—Maritimes Region Ice Operations Section 10 Hudson Way (Shannon Hill) Dartmouth, Nova Scotia B2Y 3Z8	ECAREG CANADA MCTS Center, St. John's P.O. Box 5667 St. John's, Newfoundland A1C 5X1	Fisheries and Oceans Quebec Region Regional Operations Center Ice Quebec 101 Boulevard Champlain Quebec, Quebec G1K 7V7
Telephone	(902) 426-5664 (902) 426-5665	(709) 772-2078 (709) 772-4580	(418) 648-4427 (418) 648-2214
Telex	019-22510	016-4530	—
Facsimile	(902) 426-6444	(709) 772-5369	(418) 648-7244
Radiogram	ECAREG CANADA	ECAREG CANADA	Escoumins Traffic Quebec Traffic Montreal Traffic

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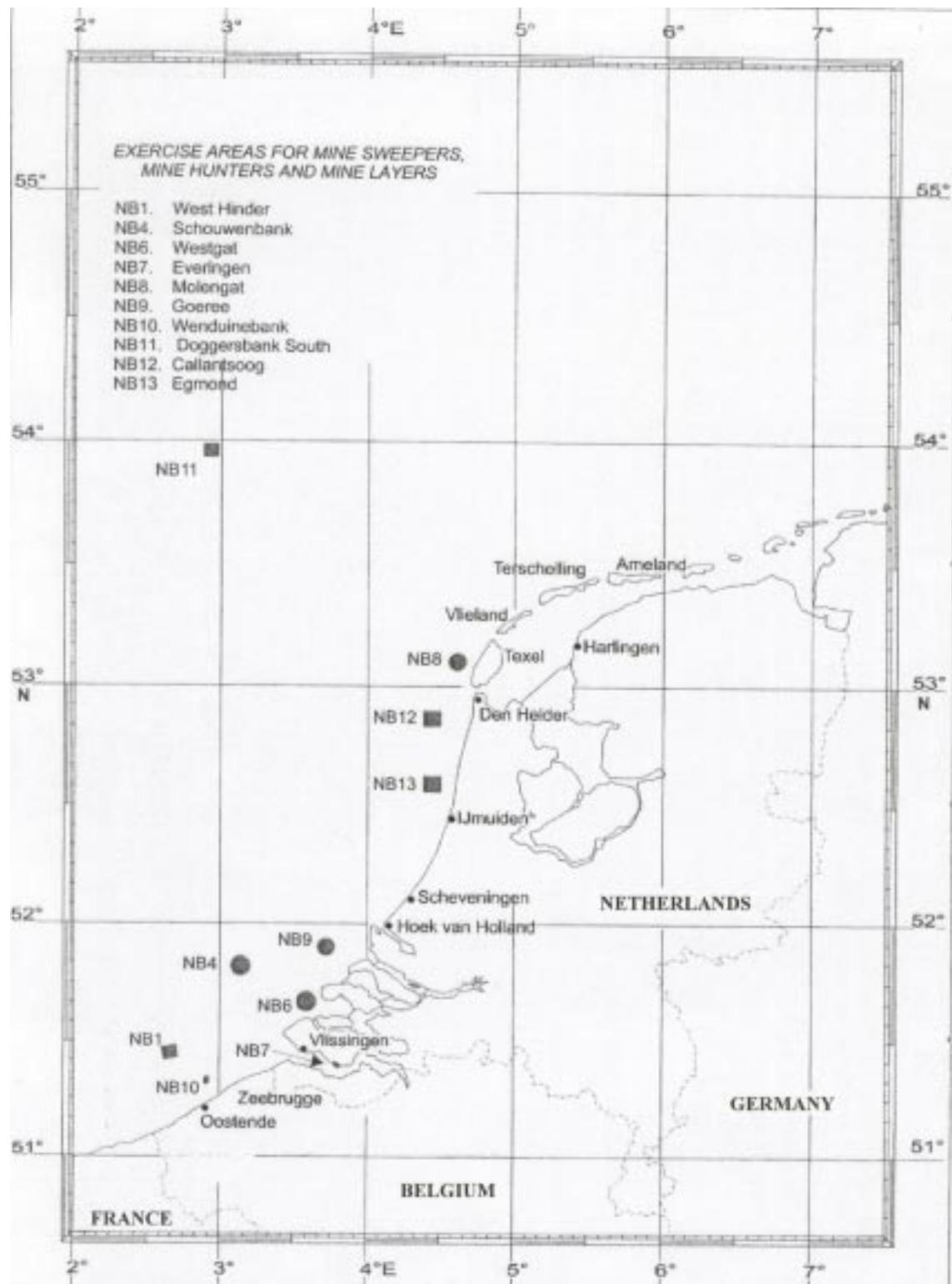


PUB 140

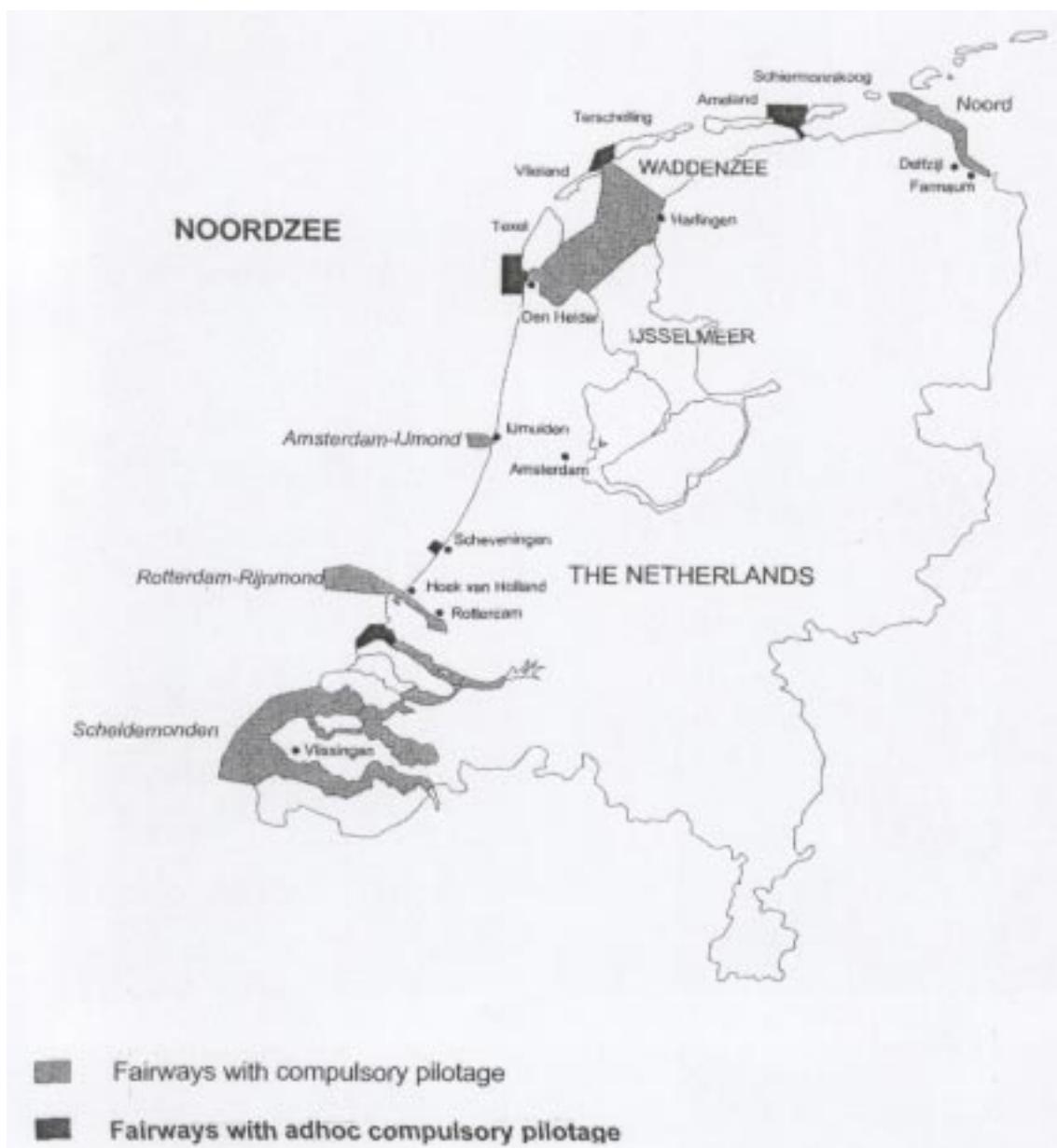
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Exemptions to Compulsory Pilotage		
Region	Fairway(s)	Exemption to compulsory pilotage
North part of The Netherlands	Westerems to Borkum (general traffic)	Maximum length: 150m or Maximum breadth: 25m or Maximum draft: 7m
	Westerems to Borkum (car ferries)	Maximum length: 120m or Maximum breadth: 20m or Maximum draft: 7m
	Borkum to Eemshaven	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 7m
	Eemshaven to Delfzijl	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 6m
	Texel Rads to Den Helder (Nieuwe Diep)	Maximum length: 90m and Maximum draft: 7m
	Texel Rads to Den Helder (Koopvaardersbinnenhave)	Maximum length: 90m and Maximum draft: 5m
	Den Helder to Kornwerderzand	Maximum length: 60m or Maximum draft: 4m
	Harlingen to Kornwerderzand, Den Helder to Den Oever, and the remaining Waddenzee	Maximum length: 60m or Maximum draft: 2.5m
	Harlingen to Vliereide	Maximum length: 70m Maximum draft: 6m
Amsterdam to IJmond	All fairways with compulsory pilotage	Maximum length: 70m
Rotterdam to Rijnmond	All fairways with compulsory pilotage	Maximum length: 70m
Scheldemonden	Schouwenbank to Vlissingen Oost	Maximum length: 75m and Maximum draft: 5.5m
	All fairways with compulsory pilotage	Maximum length: 75m
Note. —Vessels with an exemption to compulsory pilotage or vessels sailing in fairways with adhoc compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when deviating circumstances to the vessel, passengers and/or crew, traffic, or fairway occur.		

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
21745	Pine Island Lighted Buoy 1 On southern tip of shoal.	41 18 53 N 72 03 41 W	Fl G 4s	3	Green.		Replaced by can from Nov. 15 to May 1. *
							47/02
21760	Little Goshen Reef Buoy 3 On south point of shoal.	41 17 21 N 72 06 43 W			Green can.		
					*		47/02
21945	WINTHROP POINT LIGHT	41 21 34 N 72 05 18 W	Fl G 6s	10	4	Mooring island.	
				*			47/02
Shaw Cove Entrance							
21975	- Buoy 1	41 20 44 N 72 05 25 W			Green can.		
				*			47/02
22525	- Lighted Buoy 5	41 16 19 N 72 20 30 W	Fl G 4s	4	Green.		Replaced by can from Nov. 15 to May 1. *
				*	*		47/02
22580	- Lighted Buoy 19	41 17 53 N 72 21 02 W	Fl G 4s	4	Green.		Replaced by can from Nov. 15 to May 1. *
				*	*		47/02
23120	- Buoy 89	41 33 37 N 72 38 08 W			Green can.		Maintained from June 1 to Nov. 1. *
				*			47/02
23400	DUCK ISLAND WEST BREAKWATER LIGHT 2DI	41 15 23 N 72 29 07 W	Fl R 4s	25	5	TR on skeleton tower.	
				*			47/02
Patchogue River							
23405	- BREAKWATER LIGHT 3A	41 16 06 N 72 28 28 W	Fl G 4s	21	4	SG on skeleton tower.	
				*			47/02
23415	- Channel Buoy 3	41 16 01 N 72 28 23 W			Green can.		
				*			47/02
23420	- Channel Buoy 4	41 16 05 N 72 28 20 W			Red nun.		
				*			47/02
23455	KELSEY POINT BREAKWATER LIGHT	41 14 37 N 72 30 29 W	Fl W 2.5s	33	7	NG on skeleton tower.	
				*			47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
23480	- Channel Buoy 8	41 15 48 N 72 31 33 W				Red nun.	
		*					47/02
Stony Creek							
23845	- Buoy 1	41 15 35 N 72 45 15 W				Green can.	
		*					47/02
23875	East Reef Buoy 1 Marks east side of reef.	41 13 58 N 72 45 48 W				Green can.	
		*					47/02
23885	Inner Reef North Buoy 5 Marks northeast side of rock.	41 14 23 N 72 46 03 W				Green can.	
		*					47/02
23925	Pine Orchard Approach Lighted Buoy 8 Marks southwest edge of rocks.	41 15 18 N 72 46 13 W	FIR 4s			4 Red.	Replaced by nun from Nov. 15 to May 1.
		*					47/02
Branford Harbor							
23950	Blyn Rock Lighted Buoy 2 On south side of rock.	41 14 49 N 72 49 53 W	FIR 4s			3 Red.	Replaced by nun from Nov. 15 to May 1.
		*					47/02
24180	West Haven Channel Lighted Buoy 1						Remove from list.
						*	47/02
24200	New Haven Reach Turning Basin Lighted Buoy A	41 17 30 N 72 54 45 W	FIY 2.5s			4 Yellow.	Replaced by can from Nov. 15 to May 1.
		*					47/02
24230	Quinnipiac River Buoy 1	41 18 03 N 72 53 52 W				Green can.	
		*					47/02
*Add Heading: *West Haven Channel							
*24234	- Lighted Buoy 1	41 16 54 N 72 54 58 W	FIR 4s			3 Green.	Replaced by can from Nov. 15 to May 1.
							47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*Delete Heading: *West Haven Channel							
<i>Channel buoys located 50 feet outside channel limit.</i>							
24235	- Buoy 2	41 16 55 N 72 55 05 W				Red nun.	
*							
47/02							
HOUSATONIC RIVER AND MILFORD HARBOR (Chart 12370)							
Milford Harbor							
<i>Channel buoys located 60 feet outside channel limit.</i>							
24295	Welchs Point Buoy 2	41 11 55 N Off south end of shoal. 73 02 11 W				Red nun.	
*							
47/02							
24305	- Channel Lighted Buoy 4	41 12 16 N 73 02 57 W	FIR 4s		4	Red.	Replaced by nun when endangered by ice.
*							
47/02							
*Delete Heading: *Governors Island							
27375	- Ferry Rack Lower Fog Lights (3)						Remove from list.
*							
47/02							
27380	- Ferry Rack Lower Fog Lights (3)						Remove from list.
*							
47/02							
27385	- EAST RACK LIGHT						Remove from list.
*							
47/02							
27390	- CENTER RACK EAST LIGHT						Remove from list.
*							
47/02							
27395	- CENTER RACK WEST LIGHT						Remove from list.
*							
47/02							
27400	- WEST RACK LIGHT						Remove from list.
*							
47/02							

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
20	Barnegat Inlet Wreck Buoy						Remove from list.
*							
47/02							

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	36 56 08 N 75 57 27 W	MO (A) W		7	Red and white stripes with red spherical topmark.	
	*						47/02
3715	FRANKFORD CHANNEL UPPER DIRECTIONAL LIGHT	40 01 31 N 75 01 21 W	F G	30		On multi-pile structure.	Light oriented on bearing 061°, not on centerline of channel. Lighted throughout 24 hours.
	*			*		*	47/02
*3717	- PASSING LIGHT		Fl W 4s	18	6	On same structure as Frankford Channel Upper Directional Light.	
							47/02
10905	- LIGHT 6		Q R	15	3	TR on multi-pile structure.	
					*		47/02
10925	- CHANNEL LIGHT 11		Q G	15	3	SG on multi-pile structure.	
				*	*		47/02
10965	SUNSET CREEK JUNCTION LIGHT	37 01 03 N 76 20 29 W	Fl (2+1) G 6s	15	3	JG on multi-pile structure.	
				*			47/02
10980	West Flats Daybeacon 1						Remove from list.
					*		47/02
Hampton River							
Phoebus Channel							
11010	- Daybeacon 4				TR on pile.		
	*						47/02
11015	- Daybeacon 5				SG on pile.		
	*						47/02
32920	Pungo Creek Daybeacon 2PC				TR on pile.		
	*						47/02
32935	- Daybeacon 2BC				TR on pile.		
	*						47/02
33060 38030	- Daybeacon 27PR				SG-TY on pile.		
	*						47/02
34475	- LIGHT 22		Fl R 2.5s	15	3	TR on pile.	Higher intensity beam up Core Sound.
				*			47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
34810	- LIGHT 1	34 42 17 N 76 40 41 W	Fl G 4s	15	4	SG on pile.	*
							47/02
38030	- Daybeacon 27PR					SG-TY on pile.	
33060							*
							47/02
38200	- LIGHT 15		Fl G 4s	15	3	SG-SY on pile.	*
							47/02
39530	- LIGHT 96		Fl R 4s	15	4	TR-TY on pile.	*
							47/02
39545	- LIGHT 98		Fl R 4s	15	3	TR-TY on pile.	*
							47/02
39550	- LIGHT 100		Fl R 4s	18	4	TR-TY on pile.	*
							47/02
39600	- LIGHT 122		Fl R 4s	18	4	TR-TY on pile.	*
							47/02
39655	- LIGHT 137		Fl G 4s	18	3	SG-SY on pile.	*
							47/02

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
TYBEE ISLAND TO DOBOY SOUND (Chart 11509)							
345 4540	Tybee Light (RANGE REAR) 3,883 yards, 298° from front light.	32 01 18 N 80 50 48 W	F W	144		Octagonal, brick tower, upper and lower one third black, center white.	Lighted throughout 24 hours. *
							47/02
2495	Mount Pleasant Outfall Buoy						Remove from list.
							*
							47/02
Shem Creek							
3560	- RANGE FRONT LIGHT	32 47 20 N 79 53 12 W	Q W	12		KRW on dolphin.	
							47/02
4540 345	Tybee Light (RANGE REAR) 3,883 yards, 298° from front light.		F W	144		Octagonal, brick tower, upper and lower one third black, middle white.	Lighted throughout 24 hours. *
							47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*14073	- Daybeacon 19				SG on pile.		47/02
*14102	- Daybeacon 26				TR on pile.		47/02
18105	- Daybeacon 4B					Remove from list.	*
							47/02
31945	RIO BUCANA JETTY LIGHT					Remove from list.	*
							47/02
*38167	- Buoy 46A				Red nun.		47/02
Nassau Cutoff							
38170	- Daybeacon 46B				TR-TY on pile.		
		*					47/02
*Add Heading: *Caloosahatchee River North Bay							
*51568.1	- Daybeacon 2				TR on pile.	Private aid.	
							47/02
*51568.2	- Daybeacon 4				TR on pile.	Private aid.	
							47/02
*51568.3	- Daybeacon 6				TR on pile.	Private aid.	
							47/02
*51568.4	- Daybeacon 7				SG on pile.	Private aid.	
							47/02
*51568.5	- Daybeacon 8				TR on pile.	Private aid.	
							47/02
*51568.6	- Daybeacon 9				SG on pile.	Private aid.	
							47/02
*51568.7	- Daybeacon 10				TR on pile.	Private aid.	
							47/02
*51568.8	- Daybeacon 11				SG on pile.	Private aid.	
							47/02
*Add Heading: *Lake Okeechobee (Route 2)							
51570	- Daybeacon 42				TR-TY on pile.		
							47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
57230	- Daybeacon 11						<i>Remove from list.</i>

* 47/02

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
Florida Department of Environmental Protection							
4346.01	- Lighted Danger Buoy A	30 24 57 N 87 11 41 W	Fl W 4s	3		White with orange bands and diamond worded: DANGER SUBMERGED ROCKS.	Private aid.
						*	47/02
12645	- ENTRANCE RANGE REAR LIGHT 411 yards, 359.9° from front light.		F W	65		KRW on skeleton tower on piles. Visible 2° each side of rangeline.	
						*	47/02
*Delete Heading: *Marina Del Sol Channel							
25375	- LIGHT 1					<i>Remove from list.</i>	
						*	47/02
*Add Heading: *Marina Del Sol Channel							
*25376	- Lighted Buoy 1	29 33 24 N 95 02 57 W	Fl G 2.5s			Green.	Private aid.
							47/02
25380	- Daybeacon 2					<i>Remove from list.</i>	
						*	47/02
*25381	- Buoy 2	29 33 25 N 95 02 58 W				Red nun.	Private aid.
							47/02
*27487.5	Ingleside Barge Lane Buoy 1	29 48 55 N 97 12 30 W				Green can.	
							47/02
*27487.6	Ingleside Barge Lane Buoy 2	27 48 53 N 97 12 20 W				Red nun.	
							47/02
*27487.7	Ingleside Barge Lane Buoy 3	27 48 52 N 97 12 21 W				Green can.	
							47/02
*27487.8	Ingleside Barge Lane Buoy 4	27 48 53 N 97 12 16 W				Red nun.	
							47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*27487.9	Ingleside Barge Lane Buoy 5	27 48 52 N 97 12 15 W				Green can.	47/02

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
625 9220	<i>Umpqua River Approach Lighted Whistle Buoy U</i>	43 39 58 N 124 14 25 W	Mo (A) W		5	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.

* * * * *

UMPQUA RIVER (Chart 18584)

Umpqua River

9220 625	- Approach Lighted Whistle Buoy U	43 39 58 N 124 14 25 W	Mo (A) W	5	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.	47/02
		*	*	*	*		47/02
9580	- ENTRANCE RANGE FRONT LIGHT	44 37 08 N 124 03 34 W	Q R	25	KRB on pile structure. On same structure as Yaquina Bay Channel Light 8.	Visible 1.5° each side of rangeline. Lighted throughout 24 hours. HÖRN: 1 blast ev 30s (3s bl).	47/02
		*	*	*	*		47/02
9585	- ENTRANCE RANGE REAR LIGHT 400 yards, 060° from front light.		Iso R 6s	50	KRB on skeleton tower on pile structure.	Visible 1.5° each side of rangeline. Lighted throughout 24 hours.	47/02
		*					47/02
9615	- CHANNEL LIGHT 8	44 37 08 N 124 03 34 W	Fl R 4s	20	TR on pile. On same structure as Yaquina Bay Entrance Range Front Light.		47/02
		*					47/02
10760	- ALUMINUM DOCK LIGHT A	46 08 08 N 123 00 11 W	F R	7	On pier.	Private aid.	47/02
		*	*			*	47/02
*10761	- ALUMINUM DOCK LIGHT B	46 08 05 N 123 00 04 W	F R	7	On pier.	Private aid.	47/02
							47/02
*10762	- ALUMINUM DOCK LIGHT C	46 08 03 N 122 59 59 W	F R	7	On pier.	Private aid.	47/02
		*					47/02
11550	- UPPER RANGE FRONT LIGHT	45 33 06 N 122 20 23 W	Q R	17	KRB on dolphin. On same structure as Reed Island Range Front Light.	Visible all around; higher intensity on rangeline. Ra ref.	47/02
		*					47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11615	- RANGE FRONT LIGHT 68A	45 34 05 N 122 11 36 W	Q R	26		KRB on pile.	Ra ref.
		*					47/02
11625	CANDIANA LIGHT 69	45 34 29 N 122 11 23 W	Fl G 4s	28	4	SG on skeleton tower.	
		*					47/02
Fashion Reef							
11630	- LOWER RANGE FRONT LIGHT	45 35 06 N 122 07 38 W	Q G	38		KRB on pile structure.	Visible 4° each side of range line; higher intensity on range line.
		*					47/02
11645	PRINDLE DIKE LIGHT 73	45 34 57 N 122 09 30 W	Fl G 6s	15	4	SG on dolphin.	
		*					47/02
11650	- Buoy 74 450 feet outside channel limit.	45 34 53 N 122 08 39 W				Red nun.	
		*					47/02
11660	- Lighted Buoy 76	45 34 58 N 122 08 02 W	Fl R 2.5s		3	Red.	
		*					47/02
11680	- DIKE LIGHT 82	45 34 55 N 122 06 25 W	Fl R 4s	18	4	TR on pile.	Higher intensity beam up channel.
		*					47/02
11695	- DIKE LIGHT 84	45 35 10 N 122 05 29 W	Fl R 2.5s	4	4	TR on pipe.	
	*	*		*			47/02
11700	- UPPER RANGE FRONT LIGHT	45 36 50 N 122 02 06 W	Q W	31		KRB on pile structure. On same structure as Warrendale Lower Range Front Light.	Visible all around; higher intensity on range line.
		*					47/02
11710	SKAMANIA LIGHT 85	45 36 25 N 122 03 20 W	Fl G 4s	19	4	SG on pile structure.	Higher intensity beam up and down channel.
		*					47/02
11725	McGOWANS LIGHT 88	45 36 43 N 122 01 40 W	Fl R 4s	10	3	TR on pile structure.	
		*					47/02
11740	IVES ISLAND LIGHT 91	45 37 24 N 121 59 10 W	Fl G 4s	20	5	SG on pile.	
		*		*			47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11747	BONNEVILLE LOCK ENTRANCE LIGHT 93	45 38 11 N 121 57 26 W	Fl G 6s	40	4	SG on tower.	
		*					47/02
11940	- Bridge Approach Buoy 38	45 43 03 N 121 29 39 W				Red nun.	
		*					47/02
	Lake Celilo						
12155	- LIGHT 1	45 37 32 N 121 07 19 W	Fl G 4s	21	4	SG on tower.	
		*					47/02
12165	- LIGHT 4	45 38 16 N 121 05 41 W	Fl R 4s	15	4	TR on concrete pillars.	Higher intensity beam up and down channel.
		*					47/02
12170	- Daybeacon 6	45 38 40 N 121 05 10 W				TR on pile.	
		*					47/02
12180	- Buoy 8	45 39 15 N 121 04 00 W				Red nun.	
		*					47/02
12200	- LIGHT 12	45 39 11 N 121 00 34 W	Fl R 2.5s	15	3	TR on pile structure.	Ra ref.
		*					47/02
12210	- Daybeacon 20	45 38 55 N 120 58 01 W				TR on concrete pier.	
		*					47/02
16705	EDMONDS SOUTH BREAKWATER LIGHT	47 48 25 N 122 23 43 W	Fl Y 4s	18		On multi-pile structure.	Private aid.
		*	*				47/02
16710	EDMONDS SMALL BOAT HARBOR ENTRANCE LIGHT 1	47 48 31 N 122 23 30 W	Fl G 4s	18		SG on dolphin.	Private aid.
		*					47/02
16715	EDMONDS SMALL BOAT HARBOR ENTRANCE LIGHT 2	47 48 33 N 122 23 25 W	Fl R 4s	19		TR on pedestal.	Private aid.
		*					47/02
16718	EDMONDS FERRY TERMINAL LIGHTS (2)		Fl Y 10s	30		On dolphin.	Private aid. HORN: 2 blasts ev 30s (5s bl).
		*					*
							47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16860	EAST WATERWAY PIER LIGHT	47 35 28 N 122 20 48 W	Fl R 4s	12			Private aid. * 47/02
16880	GEORGETOWN REACH RANGE FRONT LIGHT	47 32 33 N 122 20 05 W	Q R			KRB on pile.	Visible 4° each side of rangeline. Private aid. * 47/02
17270	EAGLE ISLAND LIGHT 1	47 11 20 N 122 41 45 W	Fl G 4s	18	4	SG on skeleton tower.	 * 47/02
Dana Passage							
17375	ALLYN DOCK LIGHT	47 23 00 N 122 49 30 W	F Y	14		On float at end of dock.	Private aid. * 47/02
17855	- LIGHT 13	47 39 46 N 122 47 14 W	Fl G 2.5s	20	6	SG on pile.	Ra ref. * 47/02
18021	- Line Mooring System Lighted Buoys (5)	47 37 11 N 122 31 14 W	Fl Y 2.5s			Mooring cable 200 feet in length. Five lighted yellow spar buoys connected with cable 2 feet above water's surface.	Private aid. * 47/02
18375	BELLEVUE MARINA DOCK LIGHTS (2)	47 36 36 N 122 12 30 W	F Y	4		On end of pier.	Private aids. 47/02
18465	MUKILTOE FERRY DOLPHIN LIGHT	47 57 00 N 122 18 06 W	Fl Y 10s	16		On floating dolphin.	Private aid. * 47/02
19557	CAPE SAN JUAN COMMUNITY MOORAGE LIGHTS (3)						Remove from list. * 47/02
19890	PHILLIPS 66 PIER SOUTH LIGHT	48 49 29 N 122 43 10 W	F R	16		NW on dolphin.	HORN: 1 blast ev 30s (3s bl). Private aid. * 47/02
*19891	PHILLIPS 66 PIER NORTH LIGHT	48 49 33 N 122 43 08 W	F R	16		NW on dolphin.	Private aid. 47/02
*19892	PHILLIPS 66 PIER FOG SIGNAL	48 49 29 N 122 43 10 W					HORN: 1 blast ev 30s (3s bl). Private aid. 47/02

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
29665	<i>FORACS III Lighted Buoy</i>	21 22 04 N 158 08 55 W	Fl Y 6s			Orange with white bands.	Maintained by U.S. Navy.

* * *

47/02

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
12260	<i>Penny Island Point Lighted Buoy 1</i> Marks shoal.	45 56 53 N 84 17 06 W	Fl G 4s		4	Green.	Maintained from May 14 to Oct. 21.
			*				47/02
19595	BURNS WATERWAY JETTY NORTH LIGHT 1	41 38 03 N 87 10 42 W	Fl G 6s	27 8	7	White cylindrical tower with green band.	
			*				47/02
19685	- LIGHT 2	41 41 06 N 87 26 49 W	Oc R 4s	29 9	6	TR on pile.	
			*				47/02
19825	- Harbor Lighted Buoy 7	41 43 51 N 87 31 01 W	Fl G 4s		4	Green.	Replaced by can from Dec. 14 to Mar. 28.
			*				47/02
20030	- OAK STREET BREAKWATER NORTHEAST END LIGHT 2	41 54 11 N 87 36 34 W	Fl R 2.5s	26 8	5	TR on post.	
			*				47/02
20860	- BREAKWATER LIGHT	44 05 34 N 87 38 37 W	Iso W 6s	52 16	15	On cylindrical tower on fog signal building.	HORN: 2 blasts ev 30s (2s bl-2s si-2s bl-24s si). Operates from Apr. 1 to Dec. 1.
			*		*		47/02

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SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
20260	Cabo San Pablo. <i>G 1275</i>	54° 16.7' S 66° 44.0' W	Fl.(2)W. period 20s	448 137	11	Metal framework tower, yellow daymark, black triangle; 20.	
			*	*	*		47/02

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2624	-Punta San Juan. <i>G 1319.4</i>	54° 51.3' S 67° 59.4' W	Fl.W. period 8s fl. 1s, ec. 7s	79 24	6	White truncated pyramidal tower, red band; 26.	
			*				47/02
2632	-Rocas Lawrence. <i>G 1318</i>	54° 52.5' S 67° 52.6' W	Q.(6)+L.Fl.W. period 15s	102 31	8	S. CARDINAL YB, tower; 30.	Radar reflector.
			*				47/02
6719	Smooth Island. <i>K 3621.2</i>	42° 56.7' S 147° 46.9' E	Fl.(3)W. period 6.1s	148 45	6	White framework tower.	
			*				47/02
6720	Isle of Caves. <i>K 3621</i>	42° 54.5' S 147° 39.1' E	L.FI.R. period 7s	39 12	3	Red rectangular tower; 7.	
			*				47/02
6723	Dart Island. <i>K 3621.5</i>	43° 01.7' S 147° 50.8' E	Fl.W.R. period 5s	23 7	5		W. 315°-334°, R.-062°, W.-247°, obsc.-315°.
			*				47/02
8820	-End of S. breakwater. <i>K 1810</i>						Remove from list.
			*				47/02
*8820.5	-S. of breakwater. <i>K 1810.05</i>	33° 52.4' S 121° 54.5' E	Fl.R. period 5s	7			
							47/02
13712	-Berens Island. <i>G 5312.4</i>	48° 25.5' N 123° 23.5' W	Q.G.	20 6		White round tower, green band.	Radar reflector.
			*				47/02
13828	Pachena Point. <i>G 5280</i>	48° 43.3' N 125° 05.8' W	Fl.(2)W. period 7.5s fl. 0.4s, ec. 1.2s fl. 0.4s, ec. 5.5s	154 47	14	White round tower; 20.	Horn: 1 bl. ev 60s (bl. 6s, si. 54s). Horn points 150°.
			*				47/02
13920	--Polly Point. <i>G 5273</i>	49° 13.0' N 124° 49.0' W	Fl.R. period 4s fl. 0.5s, ec. 3.5s	14 4	5	White round tower, red band.	
			*				47/02

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SECTION II

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14068 <i>G 5226.2</i>	-Sharp Point.	49° 20.9' N 126° 15.5' W	Fl.W. period 10s fl. 0.3s, ec. 9.7s	88 27	10	White round tower; 11.	Horn: 1 bl. ev. 30s.
				*			47/02
14096 <i>G 5217</i>	-Boston Point.	49° 39.7' N 126° 36.7' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	25 8	5	White circular tower, green band.	
				*			47/02
14140 <i>G 5221.2</i>	-Muchalat Inlet E.	49° 39.0' N 126° 16.0' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	18 5	5	White round tower, green band; 21.	
				*			47/02
14244 <i>G 5203.2</i>	-Fair Harbor Approach, on rock.	50° 04.5' N 127° 09.3' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	18 5	4	White circular tower, green band.	
				*			47/02
14296 <i>G 5181</i>	-Brockton Island.	50° 29.3' N 127° 46.3' W	Fl.R. period 4s fl. 0.5s, ec. 3.5s	18 6	5	White round tower, red band.	
				*			47/02
14412 <i>G 3613</i>	Isla San Benito.	28° 18.9' N 115° 35.7' W	Fl.(3)W. period 20s	427 130	25	White round concrete tower; 56. Visible 120°-060°.	
RACON		B(- · · -)		20			
				*			*
14449 <i>G 3611</i>	-Breakwater.	28° 22.0' N 115° 12.0' W	Fl.R. period 5s fl. 0.5s, ec. 4.5s	26 8	8	Truncated pyramidal aluminum tower; 24.	
				*	*		47/02
14450 <i>G 3611.2</i>	-Pier.	28° 22.0' N 115° 12.0' W	Fl.G. period 5s fl. 0.5s, ec. 4.5s	26 8	8	Truncated pyramidal metal tower; 23.	
				*	*	*	47/02
14456 <i>G 3606</i>	Isla Natividad.	27° 52.4' N 115° 10.6' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	364 111	12	White round masonry tower; 52. Visible 137°-122°.	
				*	*		*
14466 <i>G 3603</i>	Tortugas.	27° 42.0' N 114° 52.6' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	39 12	10	Round concrete tower; 23.	
				*			47/02
14480 <i>G 3600</i>	Punta Abreojos.	26° 45.0' N 113° 34.2' W	Fl.(3)W. period 12s	82 25	10	Truncated pyramidal concrete tower; 72.	
			*	*	*		47/02

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SECTION II

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14484 G 3599.9	Bahia de Ballenas.	26° 46.0' N 113° 31.0' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	33 10	11	Truncated pyramidal metal tower; 25.	*
		*	*	*	*		47/02
14488 G 3599	Punta Pequena.	26° 14.2' N 112° 29.3' W	Fl.W. period 6s fl. 1s, ec. 5s	49 15	9 26.	White round tower, red bands;	*
					*		47/02
14504 G 3593	-Punta Redonda.	24° 31.0' N 112° 00.7' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	62 19	8	White truncated pyramidal masonry tower; 30.	Visible 250°-242°.
					*		*
							47/02
BAHIA MAGDALENA:							
14508 G 3596	-Puerto Magdalena.	24° 38.2' N 112° 08.4' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	56 17	10	Truncated pyramidal aluminum tower; 26.	*
					*		47/02
14516 G 3594	-Isla Mangrove Range, front.	24° 32.5' N 111° 48.8' W	Fl.W. period 3s fl. 1s, ec. 2s	72 22	10	White truncated pyramidal metal tower; 72.	*
		*		*	*		47/02
14520 G 3594.1	--Rear, about 594 meters 087° from front.	24° 32.5' N 111° 48.4' W	Iso.W. period 2s	89 27	10	White truncated pyramidal metal tower; 89.	*
		*		*	*		47/02

CORRECTIONS TO PUB 111, RADIOBEACONS, 2002 EDITION

(1) No.	(2) Name	(3) Position	(4) Characteristic	(5) Range	(6) Sequence	(7) Frequency	(8) Remarks
1920	Cairns						Remove from list.
							*
							47/02
1950	Mackay						Remove from list.
							*
							47/02
1960	Coolangatta						Remove from list.
							*
							47/02
1970	Coffs Harbor						Remove from list.
							*
							47/02

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SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2001 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1240 <i>F 6975.5</i>	Atsuta Ko, W. breakwater, head.	43° 23.8' N 141° 25.7' E	Fl.G. period 3s	42 13	7 32.	White cylindrical concrete tower;	
		*	*		*		47/02
3904 <i>F 6624.8</i>	-N. breakwater, head.	40° 33.5' N 141° 31.7' E	Fl.(2)R. period 9s	59 18	13	Red tower; 52.	
		*			*		47/02
*7440	-Range, front.	34° 42.0' N 135° 14.6' E	F.G.	72 22	6		
							47/02
*7440.5 <i>F 5326</i>	--Rear, 150 meters 358°00' from front.	34° 42.1' N 135° 14.6' E	F.G.	141 43	6		
							47/02
9952 <i>F 5270.6</i>	Omozi Iwa.	34° 00.6' N 130° 48.7' E	Fl.W. period 3s	49 15	4	White tower; 49.	Visible 031°-330.
		*		*	*	*	
12328 <i>F 5270.6</i>	Kurinokami Sho.	33° 48.1' N 130° 15.9' E	Fl.(2)W. period 5s	56 17	4	ISOLATED DANGER BRB, beacon, topmark; 56.	
*		*		*			47/02
13506 <i>F 4738.5</i>	Ikema Sima.	24° 55.8' N 125° 15.8' E	Fl.(2)R. period 6s	16 5	3	STARBOARD (B) R, beacon, topmark.	
		*		*			47/02
*16485	-S. breakwater.	37° 29.8' N 129° 08.7' E	F.W.	49 15			Visible 203°-225°.
							47/02
16804 <i>F 4346</i>	Dotumari Am.	35° 05.7' N 128° 40.9' E	Fl.(2)W. period 5s	33 10	10	ISOLATED DANGER BRB, beacon, topmark.	
				*			47/02
16815 <i>F 4348.8</i>	-W. detached breakwater, E. end.	35° 12.0' N 128° 34.7' E	Fl.G. period 4s	28 9	8	White round fiberglass tower; 25.	
		*		*			47/02
17020 <i>F 4321.4</i>	Suu Do, island, W. side.	34° 49.7' N 128° 07.7' E	Fl.W. period 7s	56 17	8	White round concrete tower; 32.	Visible 328°-192°.
					*		47/02
17512 <i>F 4263</i>	-Hallim, N. breakwater, head.	33° 25.0' N 126° 15.2' E	Fl.G. period 5s	59 18	9	White round concrete tower; 49.	
		*		*			47/02
20084	-Diaoshun Dao Range, front.	21° 16.8' N 110° 23.8' E	Iso.W. period 4s	36 11	7	White stone structure, black bands.	
		*					47/02

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SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2001 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
20084.1	--Rear, 278 meters 322°31' from front.	21° 16.9' N 110° 23.7' E	F.W. period 5s	59 18		White stone structure, black bands.	
			*				47/02
30493	Sharm al Khaur, No. "20". E 6048.7	24° 14.1' N 37° 39.0' E	F.I.R. period 5s	16 5	2	PORT (A) R, beacon.	Passage into Sharm al Khaur marked by light beacons.
			*	*			47/02
30595.5	-Chyoda Island oil terminal. E 6055.8						Remove from list.
							*
							47/02

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6406	Buoy "GE". E 4744	43° 23.0' N 4° 55.6' E	V.Q.(3)W. period 5s			E. CARDINAL BYB, pillar, topmark.	Channel marked by R. and G. lighted port and starboard buoys and beacons. Radar reflector.
	RACON						*
							47/02
20416	--Ayios Nikolaos. E 4744	36° 27.0' N 28° 13.7' E	Fl.(2)W. period 12s fl. 1.2s, ec. 3s fl. 1.2s, ec. 6.6s	79 24	11	Lantern on white tower; 20.	
			*		*		*
							47/02

CORRECTIONS TO PUB 114, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1676	Cromer. A 2342	52° 55.5' N 1° 19.1' E	Fl.W. period 5s fl. 0.1s, ec. 4.9s	276 84	23	White octagonal tower; 59.	Visible 102°-307°. Shown 24 hours.
	RACON		O(--) period 30s		25		
			*				47/02

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17352	-Pihlus Range, front. C 4425	61° 10.5' N 21° 21.0' E	Q.W. period 6s	27 8	3	Red rectangular daymark, yellow stripe.	Visible 319°-349°.
	*	*	*				47/02
17356	--Rear, 333° from front. C 4425.1	61° 10.6' N 21° 21.0' E	Iso.W. period 6s	36 11	4	Red rectangular daymark, yellow stripe.	Visible 319°-349°.
	*						47/02

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CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*Add Heading: *.Nine Meter Channel:							
*17358 -Pajukari Range, front. <i>C 4437</i>							
		61° 08.1' N Q.W. 21° 23.5' E		38 12	4		Visible 149°-157°. 47/02
*17358.1 - -Rear, 280 meters 153° from <i>C 4437.01</i> front.		61° 08.0' N L.FI.W. 21° 23.7' E period 6s fl. 2s, ec. 4s		58 18	5		Visible 149°-157°. 47/02
17360 -Suokari Range, front. <i>C 4424</i>		61° 09.7' N Q.Y. 21° 23.2' E		27 8	8	Yellow rectangular daymark, red stripe.	Visible 099°-107°. 47/02
17364 - -Rear, 103° from front. <i>C 4424.1</i>		61° 09.5' N L.FI.Y. 21° 24.8' E period 8s		70 21	8	Yellow rectangular daymark, red stripe.	Visible 099°-107°. 47/02
17368 -Valkeakari Range, front. <i>C 4430</i>		61° 09.5' N Q.W. 21° 21.8' E		16 5	3	Red rectangular board, yellow stripe.	Visible 294°-324°. 47/02
17372 - -Rear, on rock, 310° from <i>C 4430.1</i> front.		61° 09.6' N L.FI.W. 21° 21.7' E period 6s fl. 2s, ec. 4s		33 10	3	Red rectangular board, yellow stripe.	Visible 294°-326°. 47/02
17376 -Ruohokari Range, front. <i>C 4426</i>				*			Remove from list. 47/02
17380 - -Rear, 168° from front. <i>C 4426.1</i>				*			Remove from list. 47/02
17384 -Hakuni Range, front. <i>C 4432</i>				*			Remove from list. 47/02
17388 - -Rear, about 200 meters 136° from front. <i>C 4432.1</i>				*			Remove from list. 47/02

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SECTION II

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 47/02

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.		
NIMA HYDRO CATALOG CATP2V01U										
Region 1	2000	34*.35,37,38,40,41, 42,43,45,46,47,50, 51/00;1,2,3,4,5,6,7, 8,9,10,11,12,13,14, 16,17,18,19,20,21, 22,23,24,25,26,28, 29,30,33,34,35,36, 37,39,40,41,42,43, 44,45,46,47,48,49, 50,52/01;1,2,3,5,6,7, 8,9,10,12,13,15,18, 19,20,21,22,23,26, 28,30,31,34,35,36, 37,38,39,41,42,43, 45,46,47/02		SAILING DIRECTIONS	SDPUB120	2001	12*,18,48,49,51/01; 8,13,14,21,22,24,29, 33,35,37,42,43,44, 45,47/02	SDPUB183	2001	27/01*;13,15,16/02
Region 2	2000	34*,40,43/00;4,23, 30,35,39,42,45, 46/01;5,11,13,15,19, 22,24,26,28,41/02	SDPUB123	2001	45*,47,48/01;1,14, 17,18,19/02	SDPUB191	2000	5*,7,8,9,10,11,12, 13,14,15,16,17,18, 19,20,22,23,27,28, 29,30,31,33,34,36, 44,45,47,48/01;10, 14,15,16,17,42/02		
Region 3	2000	34*,44,48/00;21, 40/01;17,19,40/02	SDPUB124	2001	18*,44,45,47,48,49, 52/01;17,19,20,21, 29,30,31,34,46/02	SDPUB125	2000	6*,9,10,20,21,40/00; 36,37,45,46/01;14, 17,33,35,38,40/02		
Region 4	2000	34/00*;3/01;13, 20/02	SDPUB126	2002	39*,41,42,43,44, 45/02	SDPUB192	2000	14*,16,17,18,24,26, 31,36,38,39,46/00;4, 14,17,21,22,23,25, 26,28,30,31,32/01; 11,12,13,14,15,16, 22,23,27,36,37, 42/02		
Region 5	2000	34*,37,40,42,47/00; 2,3,4,17,20,21,29, 40,41,45/01;6,8,13, 14,19,22,29,44, 46/02	SDPUB127	2000	37*,38/00;18,33,40, 44,45,48,49,52/01;1, 11,13,17,18,27,33, 34,37,41,47/02	SDPUB193	2000	27*,38,49/00;9,26, 27,31,32/01;14,15, 26/02		
Region 6	2000	34*,35,45,52/00;2, 14,29,36,41,46, 51/01;12,14,15,17, 19,26/02	SDPUB131	2000	13*,18,21,25,29,30, 33,37,51/00;4,15,19, 28,49,52/01;22,23, 24,25,26,27,32,33, 37,38,39,40,43, 44/02	SDPUB194	2000	51/00*;9,11,24,26, 29,32,34,35/01;11, 14,18,19,20,22,23, 24,25,26,27,29,30, 33/02		
Region 7	2000	34/00*:2,10,35, 41/01;18,25,46/02	SDPUB132	2000	39*,45/00;16,17,31, 35/01;1,12,21,25, 26/02	SDPUB195	2002	33*,40/02		
Region 8	2000	34/00*:1,38/02	SDPUB140	2001	21*,48,49,51/01;8, 17,23,32,42,43,44, 46,47/02	SDPUB196	2002	38*,39,42/02		
Region 9	2000	34/00*:23,41,48/01; 13,15,18,19,21,23, 44/02	SDPUB141	2001	21*,38/01	USCG LIGHT LIST VOLUMES I - VII				
Miscellaneous Charts and Publications	2000	34*,35,36,37,39,40, 44,45,46,47,49,50, 51,52,53/00;1,2,3,4, 5,6,7,8,9,11,12,14, 15,16,17,18,19,20, 21,22,23,26,27,28, 29,30,31,32,34,35, 36,37,38,39,40,41, 42,43,44,45,46,47, 48,49,50,51,52/01;1, 2,3,4,5,8,9,12,13,14, 16,17,18,19,20,22, 23,24,26,27,28,29, 30,31,32,33,34,35, 36,38,39,40,41,42, 44,45,46,47/02	SDPUB142	2000	49/00*:3,31,35/01; 1,15,43/02	COMDTM165021	2002	30*,31,32,33,34,35, 36,37,39,40,41,42, 43,44,45,46,47/02		
NIMA LIST OF LIGHTS										
LLPUB110	2002	8*,12,13,14,15,16, 17,18,19,20,21,23, 24,26,27,29,30,31, 32,33,34,35,36,37, 38,39,40,41,42,43, 44,45,47/02	SDPUB143	2000	8*,10,19,29/00;16, 26/01;1,25/02	COMDTM165022	2002	16*,17,18,19,20,21, 22,23,25,26,27,28, 29,30,31,32,33,34, 35,36,37,40,41,42, 43,44,45,46,47/02		
LLPUB111	2002	35*,36,37,38,39,40, 41,42,43,44,45,46, 47/02	SDPUB144	2000	26*,28,32,33,38,45, 46,48,51/00;2,5,10, 27,28,29,31,38/01; 15,29/02	COMDTM165023	2002	35*,36,37,40,41,42, 43,44,45,46,47/02		
LLPUB112	2001	5*,7,8,9,10,11,12, 13,14,15,16,17,18, 19,20,21,22,23,24, 25,26,27,28,29,30, 31,32,33,34,35,36, 37,38,39,40,41,42, 43,44,45,46,47/02	SDPUB145	2000	13*,14,18,19,22,26, 32,37,38,46,47,51, 53/00;1,4,5,7,10,12, 28,29,35,52/01;14, 27/02	COMDTM165024	2002	30*,31,32,33,34,35, 36,37,40,41,42,43, 45,46,47/02		
LLPUB113	2002	45*,47/02	SDPUB146	2000	26*,28,32,33,38,45, 46,48,51/00;2,5,10, 27,28,29,31,38/01; 15,29/02	COMDTM165025	2002	16/02*		
LLPUB114	2002	13*,15,16,17,19,20, 21,22,23,24,31,32, 34,35,36,38,39,40, 41,43,44,45,46,47/02	SDPUB147	2001	35/01*:21,22,23, 24/02	COMDTM165026	2002	35*,36,40,41,42,43, 44,45,46,47/02		
LLPUB115	2002	39*,40,41,44,45/02	SDPUB148	2001	48/01*:23,24/02	COMDTM165027	2002	16*,17,18,19,20,21, 22,23,25,27,29,30, 32,33,34,36,37,40, 43,44,45,46,47/02		
LLPUB116	2002	18*,20,21,22,24,25, 26,27,29,31,34,37, 41,42,44,45,46, 47/02	SDPUB149	2000	6/01*:28,30,41,44, 46,47/02	FLEET GUIDES				
NOS MISCELLANEOUS PUBLICATIONS										
			SDPUB150	2000	48/01*:23,24/02	FGPUB940ATL	2001	N47/01*		
			SDPUB151	2000	6/01*:28,30,41,44, 46,47/02	FGPUB941PAC	2001	N22/01*		
			SDPUB152	2002	38/02	ALMANACS				
			SDPUB153	2002	17*,19,31,42,44,45, 46/02	AIRALMANAC301	2002	44/02*		
			SDPUB154	2001	31*,48/01;10,45, 46/02	NAUTALMANAC03	2002	44/02*		
			SDPUB155	2001	20*,27,29,33,34,35, 38,41,44,48/00;1,3, 4,6,7,11,12,13,21, 23,32,47/01;2,5,9, 13,14,20,22,27, 38/02	COAST PILOT				
			SDPUB156	2000	50/00*:5,10,12,13, 15,17,20,24/01; 46/02	NOSPBCP1	32	37*,39,41,47,51/01; 1,5,7,13,18,33,37, 39,42,45/02		
			SDPUB157	2000	23,32,47/01;2,5,9, 13,14,20,22,27, 38/02	NOSPBCP2	31	44*,47,51,52/01;5,7, 12,13,18,23,33,37, 39,42,45/02		
			SDPUB158	2000	4/01*:5,10,12,13, 15,17,20,24/01;	NOSPBCP3	35	3*,5,7,12,15,17,18, 21,22,27,28,33,37, 42,45/02		
			SDPUB159	2002	42/02*	NOSPBCP4	33	35*,37,39,41,47, 51/01;1,5,7,12,15, 16,18,19,20,21,22, 23,25,27,28,30,33, 34,42/02		
			SDPUB160	2002	47/02*	NOSPBCP5	29	49*,51/01;1,6,12,13, 15,16,17,20,21,33, 34,37,39,42,47/02		
			SDPUB161	2002	23*,24,44,47/02	NOSPBCP6	32	19*,20,21,33,39,45, 47/02		
			SDPUB162	2001	51/01*	NOSPBCP7	33	46*,47/01;1,5,12,15, 19,20,21,22,23,25, 33,34,37,39/02		
			SDPUB163	2002	18*,20,21,26,46/02	NOSPBCP8	24	3*,5,16,17,19,23,33, 37,40,46,47/02		
			SDPUB164	2000	30/00*:31,35,36/01					
			SDPUB165	2001	40*,47,48,52/01;5,9, 14,16,41/02					
			SDPUB166	2001	1*,2,3,5,6,7,8,9,14, 15,16,17,18,19,20, 22,24/02					
			SDPUB167	2000	8*,10,17,29/00;43, 45,51,52/01;13,14, 17,22,24,26,27, 31/02					
			SDPUB168	2000	7*,19,37,45,51, 52/01;1,5,14,19,22, 28,33,37,38/02					
			SDPUB169	2001	41*,43,45,51/01;8, 11,12,13,14,16,17, 21,27,37,41/02					
			SDPUB170	2002	32*,33,42,47/02					
			SDPUB171	2002	38/02					
			SDPUB172	2001	1*,2,3,5,6,7,8,9,14, 15,16,17,18,19,20, 22,24/02					
			SDPUB173	2000	8*,10,17,29/00;43, 45,51,52/01;13,14, 17,22,24,26,27, 31/02					
			SDPUB174	2000	7*,19,37,45,51, 52/01;1,5,14,19,22, 28,33,37,38/02					
			SDPUB175	2001	41*,43,45,51/01;8, 11,12,13,14,16,17, 21,27,37,41/02					
			SDPUB176	2002	32*,33,42,47/02					
			SDPUB177	2002	38/02					
			SDPUB178	2001	8*,10,12,41/02					

SECTION II

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 47/02**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.			
NOSPBCP9	20	12*,20,23,33,37, 45/02			
RADIO NAVIGATIONAL AIDS					
RAPUB117	2001	11*,12,13,14,15,16, 17,18,19,20,21,22, 23,24,25,26,27,28, 29,30,31,36,37,38, 39,40,42,44,47,48, 49,50/01			
AMERICAN PRACTICAL NAVIGATOR					
NVPUB9	2002	36/02*			
INTERNATIONAL CODE OF SIGNALS					
NVPUB102	1999	46/99*;52/01			
WORLD PORT INDEX					
NVPUB150	2000	50/00*;14,15,16,20, 21,41,42,43,44,45, 46,47,48,49,51, 52/01;1,2,5,6,10,11, 12,16,19,21,22,27, 31,32,33,36,39,40, 42,46/02			
DISTANCES BETWEEN PORTS					
NVPUB151	2001	4/02*			
RADAR NAVIGATION AND MANEUVERING BOARD MANUAL					
CDPUBNV1310	2001	51/01*			
SIGHT REDUCTION TABLES (MARINE)					
SRPUB229V1	1970	11/71*			
SRPUB229V2	1970	11/71*			
SRPUB229V3	1970	7/71*			
SRPUB229V4	1970	3/71*			
SRPUB229V5	1970	3/71*			
SRPUB229V6	1970	23/70*			
SIGHT REDUCTION TABLES (AIR)					
SRPUB249V1	2000	4/01*			
SRPUB249V2	1952	46/52*			
SRPUB249V3	1952	46/52*			
CHART NO. 1					
WOBZC1	1997	18/98*			
CHART NO. 4					
WOBZC4	1988	N20/89*			
ATLAS OF PILOT CHARTS					
NVPUB107	1998	30/99*			
USCG NAVIGATION RULES					
COMDTM166722D	1999	44/99*;52/00			
NOS TIDE TABLES					
NOSPBTTCWPACIN2	2002	N52/01*			
NOSPBTTECSTNSA2	2002	N52/01*			
NOSPBTTEURAFR2	2002	N52/01*			
NOSPBTWCSTNSA2	2002	N52/01*			
TIDAL CURRENT TABLES					
NOSPBTCTATCSTN2	2002	N52/01*;N9/02			
NOSPBTCTPACAS2	2002	N52/01*			

SECTION III

NM 47/02

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 071200Z November 2002:

2001 series	219(GEN)	351(11)	383(11,26)	412(11,26)
393(GEN)	332(GEN)	365(14)	395(GEN)	415(GEN)
2002 series	346(GEN)	367(GEN)	411(GEN)	417(11,26)

The summary of all NAVAREA IV messages in force as of 13 December 2001 is given in Section III of NM 52/01. Warnings issued during the subsequent quarters are issued in NM 13/02, 26/02 and 39/02.

NAVAREA IV WARNINGS issued from 311200Z October to 071200Z November 2002.

411/02(GEN).

1. NAVAREA IV MESSAGES IN FORCE 011000Z NOV 2002, ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2002 SERIES: 365(14), 367(GEN), 383(11,26), 395(GEN), 404(11,26), 408(38).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL NAVAREA IV 406/02.

(011010Z NOV 2002)

412/02(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:
 - A. 0500Z TO 0459Z COMMENCING DAILY 04 THRU 10 NOV IN AREA BOUND BY 30-45N 080-54W, 30-45N 080-11W, 30-36N 080-11W, 30-34N 080-33W.
 - B. 0500Z TO 0459Z COMMENCING DAILY 04 THRU 10 NOV IN AREA BETWEEN 29-20N 29-10N AND 079-50W 079-40W.
 - C. 051630Z TO 051930Z NOV IN AREA BOUND BY 30-35N 081-21W, 30-35N 081-00W, 30-00N 081-02W, 30-00N 081-15W.
2. CANCEL THIS MSG 110559Z NOV.

(011240Z NOV 2002)

413/02 and 414/02. CANCELED.

415/02(GEN). GPS SATELLITE SYSTEM.
PRN 22 UNUSABLE.

(052050Z NOV 2002)

416/02. CANCELED.

417/02(11,26). NORTH ATLANTIC. SPACE SHUTTLE.

1. HAZARDOUS OPERATIONS 110544Z TO 110717Z NOV, ALTERNATE 120521Z TO 120654Z NOV IN AREAS BOUND BY:
 - A. 28-36N 080-43W, 28-56N 080-19W, 28-48N 080-13W, 28-29N 080-34W.
 - B. 30-01N 079-51W, 30-48N 079-06W, 30-06N 078-16W, 29-25N 079-07W.
2. CANCEL THIS MSG 120754Z NOV.

(070810Z NOV 2002)

SECTION III HYDROLANTS

Messages in force 071200Z November 2002:

2000 series	2916(37)	1895(23)	2268(36)	2394(54,56)	2445(24)
1569(36)	2948(36)	1986(GEN)	2292(GEN)	2408(56)	2446(37)
2353(36)	3161(44)	2027(GEN)	2294(53)	2410(57)	2447(23)
2937(38)	2002 series	2105(53)	2307(24)	2412(54)	2448(GEN)
3762(43)	11(54)	2117(GEN)	2310(52,53)	2413(52)	2450(37)
4265(44)	134(37)	2156(GEN)	2321(57)	2415(24)	2451(24)
2001 series	245(GEN)	2158(35)	2339(53)	2417(53)	2452(24)
470(53)	246(GEN)	2171(57)	2343(37)	2418(37)	2453(24)
611(44)	321(52)	2177(55)	2354(53)	2421(54)	2454(24)
1116(36)	349(54)	2203(51)	2365(54)	2423(GEN)	2455(36)
1798(37)	383(53)	2205(37)	2366(54,56)	2424(53)	2456(51)
1885(44)	946(53)	2211(37)	2368(51)	2425(52,53)	2457(54)
2066(37)	1065(53)	2228(35)	2372(38)	2434(56)	
2659(GEN)	1066(37)	2230(53)	2382(55)	2437(35)	
2700(37)	1159(51)	2237(24)	2389(35,36)	2441(51,52)	
2706(37)	1290(53)	2243(37)	2392(36)	2442(24)	
2864(53)	1485(24)	2247(24)	2393(53)	2444(24)	

The summary of all HYDROLANTS in force as of 13 December 2001 is given in Section III of NM 52/01.
Warnings issued during the subsequent quarters are issued in NM 13/02, 26/02 and 39/02.

HYDROLANT WARNINGS issued from 311200Z October to 071200Z November 2002.

2418/02(37). DOVER STRAIT.

CHART 37120 (2ND ED).

ZC1 BUOY 50-45N 001-31E UNLIT.

(311625Z OCT 2002)

2419/02 and 2420/02. CANCELED.

2421/02(54). AEGEAN SEA. GUNNERY.

1. GUNNERY EXERCISES 0600Z TO 1300Z DAILY 04 NOV THRU 31 DEC,
EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS IN AREA BOUND BY
36-56N 023-29E, 36-42N 023-32E, 36-41N 023-48E,
36-47N 023-55E.
2. CANCEL THIS MSG 311400Z DEC.

(010510Z NOV 2002)

2422/02. CANCELED.

2423/02(GEN).

1. HYDROLANT MESSAGES IN FORCE 011100Z NOV 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2002 SERIES: 2105(53), 2117(GEN), 2156(GEN), 2158(35),
2171(57), 2177(55), 2203(51), 2205(37), 2211(37), 2228(35),
2230(53), 2237(24), 2243(37), 2247(24), 2268(36), 2292(GEN),
2294(53), 2297(24), 2307(24), 2310(52,53), 2321(57), 2339(53),
2343(37), 2347(52), 2354(53), 2361(24), 2365(54), 2366(54,56),
2368(51), 2370(24), 2372(38), 2374(36,37), 2382(55), 2387(37),
2389(35,36), 2391(53), 2392(36), 2393(53), 2394(54,56),
2397(53), 2399(24), 2400(24), 2401(24), 2403(24), 2404(24),
2406(38), 2407(38), 2408(56), 2409(23), 2410(57), 2411(36),
2412(54), 2413(52), 2414(23,29), 2415(24), 2416(24),
2417(53), 2418(37), 2421(54), 2422(54).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL HYDROLANT 2367/02, 2371/02.

(011110Z NOV 2002)

2424/02(53). SARDEGNA-EAST COAST. MISSILES. ROCKETS.

1. HAZARDOUS OPERATIONS 0800Z TO 1630Z DAILY:
 - A. 04 THRU 08 AND 25 THRU 29 NOV IN AREA BOUND BY
40-00N 010-00E, 40-00N 010-30E, 39-10N 010-30E,
39-10N 010-00E, 39-26N 009-38E, 39-38N 009-38E.
 - B. 05 THRU 07, 12 THRU 14, 19 THRU 21 AND
26 THRU 28 NOV IN AREA BOUND BY 40-15N 010-00E,
40-15N 011-31E, 40-11N 011-33E, 39-32N 011-38E,
38-52N 011-28E, 39-10N 010-00E, 39-28N 009-38E,
39-43N 009-40E, 40-15N 010-00E.
 - C. 11 THRU 15 NOV IN AREA BOUND BY 40-37N 009-54E,
40-42N 011-17E, 40-11N 011-33E, 39-46N 011-36E,
39-02N 010-17E, 39-04N 010-08E.

SECTION III

2. CANCEL THIS MSG 291730Z NOV.

(011140Z NOV 2002)

2425/02(52,53). SARDEGNA-SOUTH COAST. GUNNERY.

1. GUNNERY EXERCISES:

- A. 0800Z TO 1700Z DAILY 02 AND 04 THRU 09 NOV AND
0700Z TO 2259Z DAILY 11, 13 AND 14 NOV IN AREA
BOUND BY 38-55-10N 008-42-30E.
38-50-00N 008-48-00E, 38-46-15N 008-48-00E,
38-43-30N 008-41-15E, 38-49-00N 008-26-00E,
38-57-50N 008-26-30E, 38-57-00N 008-37-06E.
- B. 2301Z TO 2259Z COMMENCING DAILY 10 THRU 14 NOV
IN AREA BOUND BY 38-57-30N 008-35-30E,
39-00-00N 008-32-00E, 39-00-00N 008-29-00E,
38-56-12N 008-27-00E, 38-51-40N 008-24-36E,
38-40-00N 008-24-30E, 38-40-00N 008-50-00E,
38-50-00N 008-50-00E, 38-55-10N 008-42-30E.

2. CANCEL THIS MSG 152359Z NOV.

(011150Z NOV 2002)

2426/02 thru 2433/02. CANCELED.

2434/02(56). EASTERN MEDITERRANEAN SEA.

CABLE OPERATIONS 03 NOV UNTIL FURTHER NOTICE BY
M/V RAYMOND CROZE IN 33-01.6N 034-56.1E.
ONE MILE BERTH REQUESTED.

(021210Z NOV 2002)

2435/02 and 2436/02. CANCELED.

2437/02(35). SCOTLAND-EAST COAST.

- 1. CONTAINER ADRIFT VICINITY 57-31.3N 001-37.4W
AT 021343Z NOV.
- 2. CANCEL THIS MSG 09 NOV.

(021645Z NOV 2002)

2438/02 thru 2440/02. CANCELED.

2441/02(51,52). AZORES TO GIBRALTAR.

26 FOOT M/V SHEARWATER ISLE, RED HULL, UNREPORTED
SAN MIGUEL TO GIBRALTAR. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF
POSSIBLE. REPORTS TO MRCC LISBOA.

(031825Z NOV 2002)

2442/02(24). BRAZIL-SOUTHEAST COAST.

- 1. OCEANOGRAPHIC OPERATIONS IN PROGRESS UNTIL 16 NOV
BY M/V ANTARES IN AREA BOUND BY
22-20S 041-00W, 25-15S 034-33W,
26-27S 037-15W, 23-00S 042-39W.
WIDE BERTH REQUESTED.
- 2. CANCEL HYDROLANT 2433/02.
- 3. CANCEL THIS MSG 17 NOV.

(040820Z NOV 2002)

2443/02. CANCELED.

2444/02(24). BRAZIL-EAST COAST.

- 1. SEISMIC SURVEY IN PROGRESS UNTIL 07 NOV BY
M/V BULLDOG TOWING 15 METER LONG CABLE IN
AREA BOUND BY 11-03.3S 037-00.0W,
11-04.3S 037-00.8W, 11-08.4S 036-54.9W,
11-07.5S 036-54.3W, 11-07.5S 036-54.2W,
11-07.4S 036-54.1W. WIDE BERTH REQUESTED.
- 2. CANCEL THIS MSG 08 NOV.

(050640Z NOV 2002)

2445/02(24). BRAZIL-NORTH COAST.

- 1. SEISMIC SURVEY IN PROGRESS UNTIL 07 NOV BY
M/V RAMFORM EXPLORER TOWING EIGHT 6853 METER
LONG CABLES IN AREA BOUND BY
00-43.1S 044-19.1W, 00-45.2S 044-17.1W,
00-49.0S 044-07.6W, 00-22.4S 043-38.2W,
00-15.6S 043-44.0W, 00-14.1S 043-46.4W.
FIVE MILE BERTH REQUESTED.
- 2. CANCEL THIS MSG 08 NOV.

(050650Z NOV 2002)

SECTION III

NM 47/02

2446/02(37). ENGLAND-EAST COAST.
CHART 37166 (2ND ED).
CROMER LIGHT 52-55.5N 001-19.1E RANGE TEMPORARILY
REDUCED TO 16 MILES.

(051645Z NOV 2002)

2447/02(23). SOUTH ATLANTIC. ICE.
1. ICEBERGS REPORTED:
A. IN AREA BETWEEN 49-15.0S 050-15.0S AND
046-00.0W 050-00.0W.
B. IN 47-21.0S 058-37.3W.
C. IN 47-23.2S 058-39.2W.
D. FOUR MILES BY TWO MILES, IN 50-30.0S 050-00.0W.
E. 15 MILES BY THREE MILES, IN 54-04.3S 062-22.5W.
F. IN 43-08.0S 057-36.0W.
G. 400 METERS BY 500 METERS, IN 45-11.8S 059-04.7W.
2. CANCEL HYDROLANT 2440/02.
3. CANCEL THIS MSG 12 NOV.

(051805Z NOV 2002)

2448/02(GEN). GPS SATELLITE SYSTEM.
PRN 22 UNUSABLE.

(052055Z NOV 2002)

2449/02. CANCELED.

2450/02(37). DOVER STRAIT.
CHART 37120 (2ND ED).
1. RACON AT DYCK BUOY 51-03N 001-52E INOPERATIVE.
2. CANCEL HYDROLANT 2449/02(51), FALSE ALERT.
3. CANCEL HYDROLANT 2436/02.

(060550Z NOV 2002)

2451/02(24). BRAZIL-SOUTH COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL 100159Z NOV
BY M/V CGG ALIZE TOWING EIGHT 6000 METER
LONG CABLES IN AREA BETWEEN 25-40S 26-50S
AND 044-25W 045-15W. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100259Z NOV.

(061205Z NOV 2002)

2452/02(24). BRAZIL-SOUTHEAST COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL 100159Z NOV BY
M/V CGG HARMATTAN TOWING EIGHT 4500 METER LONG
CABLES IN AREA BETWEEN 22-35S 22-55S AND
040-30W 041-00W. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100259Z NOV.

(061210Z NOV 2002)

2453/02(24). BRAZIL-EAST COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL 100159Z NOV BY
M/V VERITAS VIKING II TOWING EIGHT 6000 METER
LONG CABLES IN AREA BETWEEN 19-12S 19-42S AND
038-45W 038-37W. SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100259Z NOV.

(061215Z NOV 2002)

2454/02(24). BRAZIL-EAST COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL 100159Z NOV
BY M/V VERITAS VIKING I TOWING 5400 METER
LONG CABLES IN AREA BOUND BY 19-40S 039-26W,
19-48S 039-26W, 19-48S 039-43W, 19-44S 039-42W,
19-40S 039-34W. SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100259Z NOV.

(061220Z NOV 2002)

2455/02(36). BRISTOL CHANNEL.
UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
BY CABLESHIP LEON THEVENIN WITH SUBMERSIBLE VICINITY
OF TRACKLINE BETWEEN 51-26.0N 004-09.6W AND
51-28.0N 004-08.8W. WIDE BERTH REQUESTED.

(061225Z NOV 2002)

2456/02(51). NORTH ATLANTIC. MOROCCO. GUNNERY.
1. GUNNERY EXERCISES 121200Z TO 121700Z NOV VICINITY
35-30N 007-00W.
2. CANCEL HYDROLANT 2443/02(36), AID RESTORED.
3. CANCEL THIS MSG 121800Z NOV.

(071110Z NOV 2002)

NM 47/02

SECTION III

2457/02(54). IONIAN SEA. GUNNERY.

1. GUNNERY EXERCISES 121200Z TO 121500Z NOV
WITHIN 15 MILES OF 38-12N 019-00E.
2. CANCEL THIS MSG 121600Z NOV.

(071120Z NOV 2002)

SECTION III

NM 47/02

NAVAREA XII

Messages in force 071200Z November 2002:

2001 series	178(GEN)	270(GEN)	311(19)	317(18)
298(GEN)	255(GEN)	290(83)	313(GEN)	
2002 series	260(GEN)	296(GEN)	316(GEN)	

The summary of all NAVAREA XII messages in force as of 13 December 2001 is given in Section III of NM 52/01. Warnings issued during the subsequent quarters are issued in NM 13/02, 26/02 and 39/02.

NAVAREA XII WARNINGS issued from 311200Z October to 071200Z November 2002.

313/02(GEN).

1. NAVAREA XII MESSAGES IN FORCE 011000Z NOV 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2002 SERIES: 270(GEN), 290(83), 296(GEN), 311(19), 312(18).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL NAVAREA XII 306/02.

(011020Z NOV 2002)

314/02 and 315/02. CANCELED.

316/02(GEN). GPS SATELLITE SYSTEM.
PRN 22 UNUSABLE.

(052040Z NOV 2002)

317/02(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY. THE SEA RANGE IS BOUND AS FOLLOWS:
A. 34-02N 119-04W. M. THENCE THREE NAUTICAL MILES FROM AND PARALLEL
B. 33-52N 119-06W. TO THE SHORELINE.
C. 33-29N 119-07W. N. 34-24N 120-30W.
D. 33-29N 118-37W. O. 34-08N 120-26W.
E. 33-20N 118-37W. P. 34-08N 119-40W.
F. 32-11N 120-16W. Q. 34-00N 119-40W.
G. 31-54N 121-35W. R. 34-06N 119-13W.
H. 35-09N 123-39W. S. 34-06N 119-11W.
I. 35-29N 123-00W. T. 34-07N 119-10W.
J. 35-04N 122-43W. U. 34-07N 119-07W.
K. 35-57N 121-32W. V. 34-04N 119-04W.
L. 34-59N 120-42W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.
3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.
4. CANCEL NAVAREA XII 312/02.

(071010Z NOV 2002)

SECTION III

HYDROPACS

Messages in force 071200Z November 2002:

2000 series	637(75)	1752(91,92)	1893(74)	1990(83)	2043(GEN)
597(73)	753(62)	1757(GEN)	1912(71)	1994(82)	2044(94)
1557(94)	787(71)	1764(81)	1913(81)	2003(75)	2047(GEN)
2001 series	828(62)	1765(71)	1914(61)	2008(63)	2049(63)
725(74)	882(62)	1786(81)	1916(92)	2010(94,95)	2050(63)
1556(71)	1078(72)	1808(62)	1917(81)	2011(71)	2051(63)
1636(96)	1147(92)	1815(63)	1922(76)	2016(94,95)	2052(62)
1647(GEN)	1315(62)	1825(81)	1923(83)	2017(95)	2055(73,74)
1929(76)	1588(75)	1831(81)	1926(92)	2018(94,95)	2056(76,83)
1976(62)	1607(93)	1832(81)	1936(GEN)	2022(22)	2057(71,93)
2062(61)	1629(GEN)	1835(96)	1937(81)	2024(62)	2059(63)
2002 series	1635(62)	1836(96)	1953(83)	2026(63)	2060(63)
146(62)	1661(GEN)	1842(22)	1955(71)	2030(95)	2063(GEN)
196(61)	1695(71,93)	1843(22)	1961(93)	2031(95)	2066(62)
205(GEN)	1729(94)	1856(83)	1963(81)	2033(61)	2067(91,92)
206(GEN)	1732(97)	1865(81,92)	1969(94)	2035(95)	2068(63)
207(93)	1738(97)	1868(97)	1971(63)	2038(81,97)	2069(63)
352(73)	1749(81)	1877(83)	1972(91)	2039(74)	2070(63)
403(72,73)	1750(71)	1881(81,91,97)	1983(63)	2040(63)	2071(83)
496(75)	1751(81)	1885(91,93,94)	1986(74)	2042(81)	

The summary of all HYDROPACS in force as of 13 December 2001 is given in Section III of NM 52/01.
Warnings issued during the subsequent quarters are issued in NM 13/02, 26/02 and 39/02.

HYDROPAC WARNINGS issued from 311200Z October to 071200Z November 2002.

2036/02 and 2037/02. CANCELED.

2038/02(81,97). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 243 MHZ IN 26-05-13N 155-03-46E
AT 311309Z OCT. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO JAPAN COAST GUARD.

(311425Z OCT 2002)

2039/02(74). AUSTRALIA-WEST COAST.

SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
BY M/V VERITAS SEARCHER IN AREA BETWEEN
28-00S 29-00S AND 113-30E 114-30E.
WIDE BERTH REQUESTED.

(010015Z NOV 2002)

2040/02(63). INDIA-NORTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 31 JAN BY
M/V SEACOR EXPLORER, M/V PACIFIC TITAN,
M/V OIL OSPREY AND M/V MUGSY TOWING
10000 METER LONG CABLE IN AREAS BOUND BY:
A. 21-17N 088-03E, 21-17N 088-23E,
21-09N 088-30E, 21-01N 088-28E,
21-00N 088-16E, 21-02N 088-00E,
21-07N 087-55E, 21-12N 087-57E.
B. 21-08N 088-47E, 21-02N 088-35E,
21-00N 088-45E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 01 FEB 03.

(010450Z NOV 2002)

2041/02. CANCELED.

2042/02(81). NORTH PACIFIC.

1. DERELICT VESSEL PARTIALLY SUBMERGED ANDADRIFT
IN 18-57.8N 157-11.3E AT 302144Z OCT.
2. CANCEL THIS MSG 08 NOV.

(010920Z NOV 2002)

2043/02(GEN).

1. HYDROPAC MESSAGES IN FORCE 011100Z NOV 2002. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2002 SERIES: 1729(94), 1732(97), 1738(97), 1749(81),
1750(71), 1751(81), 1752(91,92), 1757(GEN), 1764(81),
1765(71), 1786(81), 1808(62), 1815(63), 1825(81), 1831(81),
1832(81), 1835(96), 1836(96), 1842(22), 1843(22), 1856(83),

SECTION III

1865(81,92), 1868(97), 1877(83), 1881(81,91,97), 1885(91,93,94),
 1893(74), 1912(71), 1913(81), 1914(61), 1916(92), 1917(81),
 1922(76), 1923(83), 1926(92), 1936(GEN), 1937(81), 1951(94),
 1953(83), 1955(71), 1961(93), 1963(81), 1969(94), 1971(63),
 1972(91), 1981(62), 1983(63), 1986(74), 1990(83), 1992(62),
 1994(82), 2003(75), 2008(63), 2010(94,95), 2011(71), 2012(81),
 2016(94,95), 2017(95), 2018(94,95), 2022(22), 2024(62),
 2026(63), 2027(73,74), 2029(63), 2030(95), 2031(95),
 2032(23,29), 2033(61), 2034(22), 2035(95).

2. THE SUMMARY OF ALL HYDROPOAC MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02
3. CANCEL HYDROPOAC 1685/02, 1703/02, 1714/02,
1724/02, 2006/02.

(011120Z NOV 2002)

2044/02(94). EAST CHINA SEA.

1. CABLE REPAIR OPERATIONS IN PROGRESS UNTIL 12 NOV BY M/V KOUSHIN MARU IN AREA BOUND BY
25-49.2N 122-19.6E, 25-33.7N 122-31.6E,
25-30.6N 122-26.7E, 25-46.1N 122-14.7E.
2. CANCEL HYDROPOAC 1951/02.
3. CANCEL THIS MSG 13 NOV.

(011340Z NOV 2002)

2045/02 and 2046/02. CANCELED.

2047/02(GEN). MARIANA ISLANDS TO MAURITIUS.

48 FOOT S/V SHANGRI LA, MAROON AND WHITE HULL, FOUR PERSONS ON BOARD, OVERDUE COCOS ISLANDS TO MAURITIUS. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC ALAMEDA, TELEX: 23 017 2343, PHONE: 510 437 3701.

(020145Z NOV 2002)

2048/02. CANCELED.

2049/02(63). INDIA-NORTHWEST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 27 NOV BY M/V SINGAORA TOWING CABLE IN AREA BOUND BY
23-00.0N 067-50.0E, 22-04.5N 069-02.7E,
22-39.2N 069-38.2E, 23-41.0N 068-19.9E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 28 NOV.

(021135Z NOV 2002)

2050/02(63). INDIA-WEST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 30 NOV BY M/V MEZEN TOWING 6000 METER LONG CABLE IN AREA BOUND BY
14-30N 073-30E, 09-52N 075-46E, 07-42N 076-18E,
08-00N 069-30E, 09-25N 069-30E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 01 DEC.

(021140Z NOV 2002)

2051/02(63). INDIA-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 05 DEC BY M/V C-EXPLORER TOWING 6500 METER LONG CABLE IN AREA BOUND BY
18-05N 089-55E, 19-01N 086-00E,
17-48N 084-00E, 15-55N 090-00E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 06 DEC.

(021150Z NOV 2002)

2052/02(62). PERSIAN GULF.

1. SURVEY OPERATIONS 04 NOV BY M/V OCEAN ENDEAVOR IN AREA BOUND BY 28-40.53N 048-54.47E,
28-52.53N 048-59.47E, 29-00.93N 049-07.47E,
29-00.35N 049-14.47E, 28-53.73N 049-10.07E,
28-51.03N 049-03.97E, 28-39.03N 048-59.47E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 06 DEC.

(032025Z NOV 2002)

2053/02 and 2054/02. CANCELED.

SECTION III

NM 47/02

2055/02(73,74). AUSTRALIA-NORTHWEST COAST.

1. DERELICT F/V PARTIALLY SUBMERGED AND ADRIFT IN
10-49S 128-20E AT 040001Z NOV.
2. CANCEL THIS MSG 11 NOV.

(040810Z NOV 2002)

2056/02(76,83). SOUTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ VICINITY 37-26S 171-43W.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 4512 00067, PHONE: 644 914 5663, FAX: 644 914 5520
OR TAUPO MARITIME RADIO.

(040840Z NOV 2002)

2057/02(71,93). SOUTH CHINA SEA.

1. SEISMIC SURVEY 05 NOV UNTIL FURTHER NOTICE
BY M/V RAMFORM CHALLENGER TOWING 6500 METER
LONG CABLE IN AREA BETWEEN
05-50N 06-10N AND 103-20E 104-00E.
2. CANCEL HYDROFAC 1699/02(92).

(040855Z NOV 2002)

2058/02. CANCELED.

2059/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 081030Z TO 081230Z NOV WITHIN
13 MILES OF 22-28.7N 069-04.0E.
2. CANCEL THIS MSG 081330Z NOV.

(051500Z NOV 2002)

2060/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0330Z TO 1530Z DAILY 08 AND 12 NOV
IN AREA BOUND BY 09-57.6N 075-59.5E, 09-57.7N 076-14.2E,
09-40.0N 076-14.5E, 09-42.5N 076-09.5E.
2. CANCEL THIS MSG 121630Z NOV.

(051540Z NOV 2002)

2061/02 and 2062/02. CANCELED.

2063/02(63). GPS SATELLITE SYSTEM.

PRN 22 UNUSABLE.

(052100Z NOV 2002)

2064/02 and 2065/02. CANCELED.

2066/02(62). PERSIAN GULF.

1. DERELICT M/V GARDENIA TAKING ON WATER AND ADRIFT
VICINITY 29-07N 049-20E AT 072330Z NOV.
2. CANCEL THIS MSG 14 NOV.

(070200Z NOV 2002)

2067/02(91,92). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 243 MHZ IN 14-57.7N 127-30.7E.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO PAC RCC,
TELEX: 392401, PHONE: 808 531 1112, FAX: 808 541 2123.

(070540Z NOV 2002)

2068/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 090630Z TO 091630Z NOV IN AREA
BOUND BY 15-40N 071-06E, 15-50N 070-44E,
16-38N 071-22E, 16-36N 071-30E.
2. CANCEL THIS MSG 091730Z NOV.

(070740Z NOV 2002)

2069/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 100830Z TO 102230Z NOV IN AREA
BETWEEN 14-20N 15-50N AND 072-19E 073-09E.
2. CANCEL THIS MSG 102330Z NOV.

(070745Z NOV 2002)

2070/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 090630Z TO 091630Z AND 100830Z
TO 102230Z NOV IN AREA BOUND BY 17-20N 072-36E,
17-20N 071-24E, 15-50N 070-44E, 14-20N 071-22E,
14-20N 073-46E.
2. CANCEL THIS MSG 102330Z NOV.

(070750Z NOV 2002)

SECTION III

2071/02(83). SOUTH PACIFIC. SPACE SHUTTLE.

1. HAZARDOUS OPERATIONS 110614Z TO 110752Z NOV,
ALTERNATE 120551Z TO 120729Z NOV IN AREA BOUND BY
42-59S 171-56W, 41-36S 169-09W, 39-57S 166-08W,
37-18S 161-52W, 35-27S 159-12W, 33-02S 156-03W,
30-02S 152-30W, 27-58S 150-16W, 25-20S 147-36W,
21-26S 143-59W, 22-32S 142-31W, 23-09S 141-47W,
24-00S 142-23W, 27-01S 145-14W, 29-56S 148-15W,
33-15S 152-02W, 36-04S 155-37W, 38-23S 158-56W,
40-34S 162-24W, 43-06S 167-03W, 44-49S 170-49W,
43-46S 171-40W.

2. CANCEL THIS MSG 120829Z NOV.

(070820Z NOV 2002)

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html), by referring to Section I (paragraph 50) of US Notice to Mariners 1/02 for those in-force as of 19 December 2001, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 7 November 2002: 00-7, 01-1, 01-5, 01-7, 02-2, 02-5 and 02-7.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/02 for those in-force as of 19 December 2001.

SPECIAL WARNINGS in force 7 November 2002: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119 and 120.

MARINE INFORMATION**NEW EDITION OF SAILING DIRECTIONS**

Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean, Second Edition, 2002, is ready for issue. This publication has been corrected to 14 September 2002, including Notice to Mariners No. 37 of 2002.

Note: Copies of the above publication may be obtained from the Government Printing Office (GPO).

MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

Observer: name(s) of person(s) making observation and rank, rate or title.

Ship/Organization: name of vessel or organization.

Address: complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

Date of Observation: day, month and year at which the observation was made.

Time of Observation: local time at which the observation was made.

Latitude/Longitude: exact position of the observation expressed as accurately as possible.

Datum: horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

Navigation System: method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

Verified by Navigator: indicate whether observation was verified by navigator.

Product(s) Affected: product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

Edition: edition number and/or year of affected product.

Latest correction applied: the latest Notice to Mariners to which your copy of affected product has been corrected.

Sounding sensor or method used: equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

Soundings corrected for draft: indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

Details of Information Reported: use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

User Feedback: use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).

MARINE INFORMATION REPORT AND SUGGESTION SHEET

Observer _____ Ship/Organization _____

Address _____

Email address

Date of Observation _____ Time of Observation (Local)_____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

Product(s) Affected _____ Edition _____

Latest correction applied: N.M. _____

Latest correction applied: N.M. _____

Sounding sensor or method used _____ Sounding(s) corrected for draft: Yes No

Sounding sensor or method used _____ Sounding(s) corrected for draft: Yes No

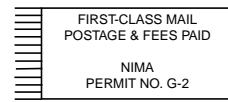
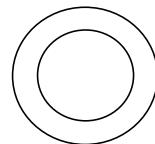
Details of Information Reported (continue on additional sheets as necessary) _____

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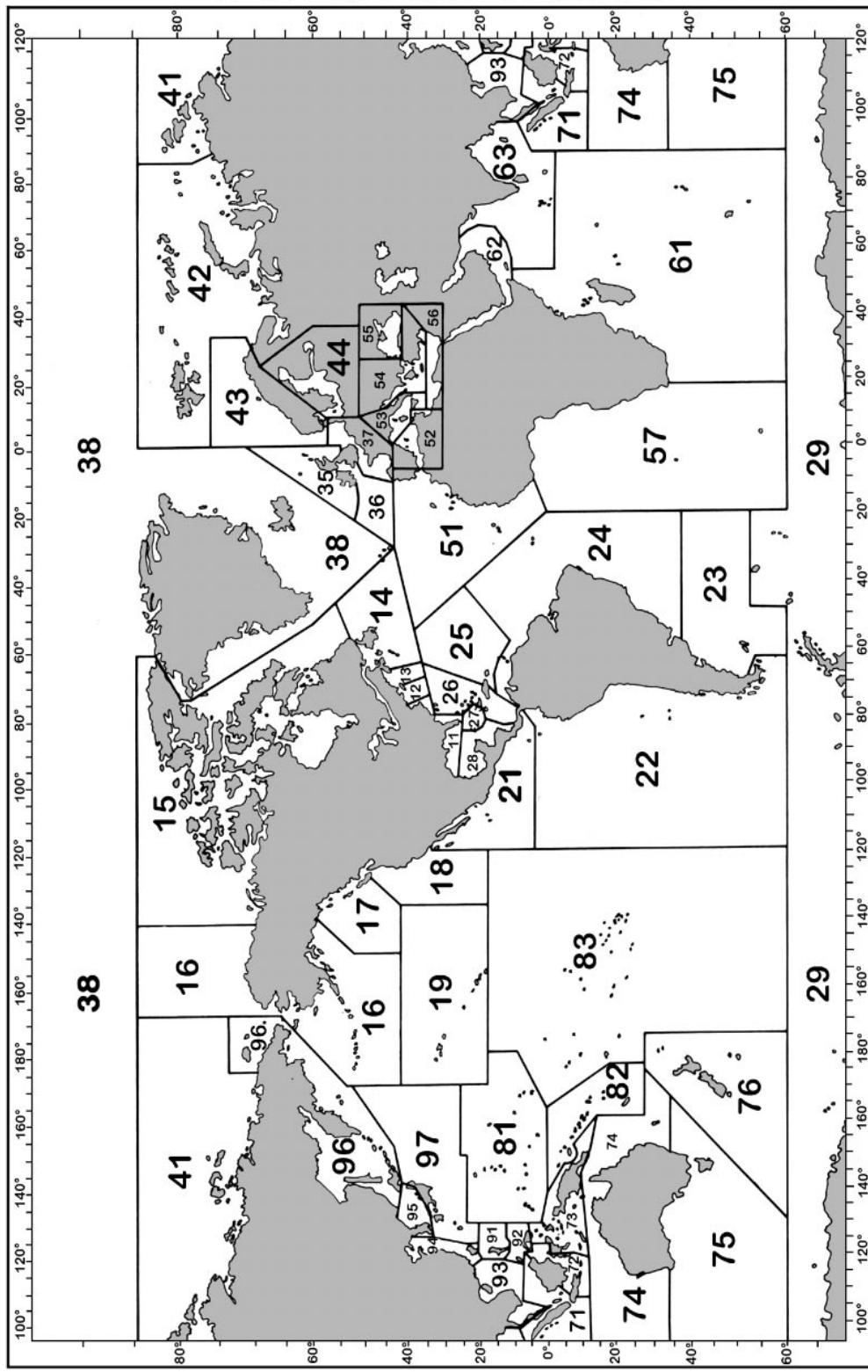
User Feedback (continue on additional sheets as necessary)



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Sub-region number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

DEFENSE SUPPLY CENTER RICHMOND

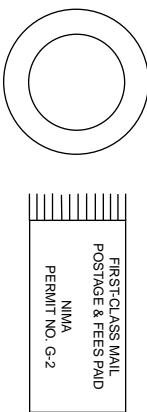
ATTN: JNAH

8000 JEFFERSON DAVIS HIGHWAY
RICHMOND, VIRGINIA 23297-5338

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PENALTY FOR PRIVATE USE \$500

FIRST CLASS



**IMPORTANT
NAVIGATIONAL INFORMATION
TIME-DATED**



**NOTICE TO
MARINERS**

PLEASE EXPEDITE DELIVERY